

ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION PUBLICATION

GENERAL INFORMATION



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APRIL 1957







ALL HANDS

THE BUREAU OF NAVAL PERSONNEL INFORMATION BULLETIN

APRIL 1957

Nav-Pers-O

NUMBER 483

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• **FRONT COVER: HATS OFF**—Four bluejackets give ship-to-shore greeting from deck of USS Bremerton (CA 130). Left to Right are J. Shafer, FT2; J. Jefferies, BM2; F. Hirdesty, BM2 and J. Jennings, SN.

• **AT LEFT: FULL HOUSE**—Division of minesweepers stands at rest in 1,031-foot drydock at Yokosuka, Japan. Five ships of MinDiv 94 are USS Firm, Reaper, Embattle, Prime and Force.

• **CREDITS:** All photographs published in ALL HANDS are official Department of Defense Photos unless otherwise designated.



TODAY'S FLEET centers on carriers. Here with Sixth Fleet cruisers, USS Coral Sea (CVA 43) makes high speed turn.

THIS IS YOUR NAVY

WHAT is a "Fleet"?

Everybody talks about it: "The power of the Fleet. He's a Fleet sailor. Fleet shore duty." You read about it in newspapers, magazines and other periodicals. But what does everybody mean by "Fleet"?

The "fleet," according to one definition in Webster's New International Dictionary, is "a number of war vessels under a single chief command; also, the collective naval forces of a country."

Here's what it means so far as you and we are concerned. Let's start at the very top. The U. S. Fleet is the *Operating Forces* of the U. S. Navy. The Fleet, in both the Atlantic and Pacific, forms the naval power of the U. S. and it is the *sole* reason for the existence of the rest of the United States Navy.

The major Fleet commands in the U. S. Fleet are the Pacific Fleet, the Atlantic Fleet, and the Naval Forces, Eastern Atlantic and Mediterranean. The Pacific Fleet includes the Seventh Fleet, the First Task Fleet, the Naval Forces Western Pacific and sea frontiers and area support commands.

The Atlantic Fleet includes the Second Task Fleet, the Operational

Development Force and sea frontiers and base support commands. The Operational Development Force tests and evaluates new weapons and equipment for service use.

For operating purposes, a Fleet may be divided into a number of *Task Commands*. Now here's a curve: For administrative purposes, such as transfer of enlisted men, the various types of ships that go into making a Fleet are grouped according to type. Carriers come under ComAirLant or ComAirPac; Destroyers are under ComCruDesPac or ComDesLant, and so on.

Take a ship under Commander Cruisers and Destroyers Pacific (ComCruDesPac) for example. When the ship from this type command joins the Seventh Fleet, in the Far East, it is under the *operational* control of ComSeventh Fleet. Yet that same ship and its crew remains under the *administrative* control of ComCruDesPac.

Because of the many varied jobs that may be assigned to a Fleet, it is often necessary to subdivide them into *Task Forces*, composed of several types of ships, depending upon the job the force is to perform. This task force may include aircraft car-

riers, battleships, cruisers, amphibious craft and auxiliary vessels such as tenders, oilers and supply ships.

When a Fleet is large enough and its duties are extensive enough to require division into many task forces, it is usual to form the forces into *Task Groups*. Task groups are of a more temporary nature than task forces and are usually dissolved after each particular assignment.

Task groups are assigned numbers according to the particular force of which they are a part. For example, Task Force 72 may have a task group assigned to a special mission and its designated number may be Task Group 72.3. Task groups may be further subdivided into task units and task elements. For example, take TU 72.3.1. Spelled out, this means Task Unit 1 of Task Group 3 of Task Force 2 of the Seventh Fleet.

Next in line come the *type commanders*, *divisions* and *squadrons*. Type commanders are more or less self-explanatory. Submarines will come under ComSubPac or ComSubLant. Cruisers are under ComCruDesPac or ComBatCruLant and Destroyers are under the control of ComDesLant or ComCruDesPac.

The very basic unit of vessels by



BEFORE WORLD WAR II emphasis was on BBs. Above, cruisers and battlewagons participate in 1939 Fleet maneuvers.

— THE U. S. FLEET

type is the division, and quite frequently two divisions are joined to form a squadron. The term "squadron" may also be applied to an organization of minor strength, whose commander operates under "detached" orders or directly under the instructions or orders of the Chief of Naval Operations.

There are also two other Fleets which you hear a lot about and which are also components of the operating forces. These are the Atlantic and Pacific Reserve Fleets. Known as the "Mothball Fleets," these ships provide a great reservoir of ships ready to be put into active service on short notice.

As you'll probably remember, more than one-fourth of these 2000 mothballed ships were recommissioned and saw service during the Korean conflict. The men who man these ships in the Reserve Fleet keep them in excellent material condition and each ship can be made ready for service on short notice.

Another Fleet in the U. S. Navy, which is also a part of the Operating Forces, is the Military Sea Transport Service (MSTS). This Fleet, which is the largest ocean shipping organization in the world, transports per-

sonnel and cargo of the Department of Defense.

At a recent count, MSTS had available a Fleet of some 265 ships, including escort aircraft carriers, cargo ships, passenger ships and tankers.

All are naval vessels except 49 which are commercial ships operating under various types of charter.

The Military Sea Transport Service, which celebrated its seventh anniversary last October, carried 860,315 passengers, over 15 million measurement tons of cargo and over 100 million barrels of petroleum products during fiscal 1956 alone.

There, basically, are the U. S. "Fleets" as they stand today. But let's get ahead of ourselves for a moment and see what the Fleet of the future will look like. As explained by Admiral Arleigh A. Burke, usn, Chief of Naval Operations, in a recent speech:

"During the 1960s the Navy will have nuclear-powered task forces. One such force will consist of two or more nuclear-powered aircraft carriers, four to six nuclear-powered cruisers and a limited number of nuclear-powered frigates.

"This nuclear-powered task force

will be only a fraction of the size that served under Admiral Halsey and Admiral Spruance in the Pacific War. But in terms of *weapon* power and in terms of *striking* power, this task force of tomorrow will have strength many times multiplied of that of our present day forces.

"Aboard the mobile airbases of this task force will be a variety of naval aircraft, supersonic and long-ranged, of the most advanced type. Typical of these planes are ones such as the F8U *Crusader*, a 1000-miles-per-hour fighter aircraft, and the A3D *Skywarrior*.

"The attack bomber *Skywarrior* has a range of over 1500 miles out and 1500 miles back, which means it can hit virtually any target in the world. It can carry on each flight a bomb load having many thousands of times the destructive power of that carried by the heaviest carrier-based bomber of World War II.

"Also aboard the carriers, cruisers and destroyers will be a family of missiles which seem fantastic today — surface-to-air missiles, air-to-air missiles, air-to-surface missiles and surface-to-underwater missiles. And beneath the oceans will be our nuclear-powered submarines of all



FLEET OF TOMORROW is typified by USS Forrestal (CVA 59). Here she's anchored near USS Wisconsin (BB 64).

types — attack, hunter-killer, radar picket and missile.”

That is the picture of the Fleet of tomorrow as envisioned by the Chief of Naval Operations.

But let's look at one of our present-day Fleets. One good example is the U. S. Seventh Fleet now operating in Far Eastern waters. Since the beginning of the Korean conflict, four more or less permanently organized task forces have been operating in the Far East. Naturally, operations as extensive as this require a variety of ships. This means that vessels and men from all type commands have been, or are, involved.

One of the hardest hitting groups of ships during the Korean fighting was Task Force 77. This force consisted of two or more large carriers, one battleship, cruisers and destroyers.

Aircraft assigned to the carriers did a two-fold job: (1) they blasted away at enemy supply lines and

ammunition dumps. In the first 30 months of the Korean affair, carrier-based Navy and Marine Corps aircraft rained down more than 145,000 tons of bombs and untold number of rockets on enemy targets. (2) They provided close air support for front line Marines and soldiers. It's estimated that Navy and Marine aircraft flew about 40 per cent of all close air support sorties during these two and one half years.

Also during this period, Navy and Marine Corps aircraft flew more than a quarter of a million combat sorties against the enemy.

The other ships in Task Force 77 served as the carriers' anti-aircraft and anti-submarine screens. Often, however, these ships were also called upon to leave the main force for special missions. One time it may have been to pick up a downed pilot; another time it may have been to bombard enemy positions in support of troops or as interdiction fire.

Although an exact total of damage inflicted by the Seventh Fleet is difficult to make, Navy and Marine air combined with the surface Fleet units are credited with accounting for an estimated 121,000 enemy troop casualties (killed or wounded) and destroying 6008 railroad cars, 405 locomotives, 47,334 buildings, 3900 enemy vessels and 265 tanks. Navy surface units in coastal bombardment and gun strikes destroyed rail and highway bridges, broke up troop concentrations, harassed and interdicted transportation links.

Another segment of the Seventh Fleet which also operated during the Korean phase was Task Force 95, the *United Nations Blockade and Escort Force*. TF 95 usually counted more ships in its force than in any of the other three forces. It included escort aircraft carriers, destroyers, cruisers, destroyer escorts, frigates, minesweepers and tenders from all of the participating UN countries.

The third of the Seventh Fleet Task Forces was TF 79, the *Logistic Support Force*. The mission of this outfit is well defined by its title. The work of the unit enabled the ships of the other task forces to keep to a minimum the time spent away from the operating area. Everything from soup to nuts was supplied by the Logistic Support Force.

Probably the least known of the Seventh Fleet task forces has been the *Formosa Patrol*, or Task Force 72. This outfit's primary mission: to prevent the Chinese Communists on the mainland from mounting an assault on Nationalist Formosa.

These four task forces combine to form the U. S. Seventh Fleet, a part of the U. S. Pacific Fleet.

TRAINED AND READY—Men, weapons and ships of Fleets like U. S. Sixth help preserve the peace through their ability to fight in case of war.



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BASIC UNIT of ships by type is the division. Shown at right is a destroyer division of the Pacific Fleet.

The shape and organization of a Fleet need not, and cannot, be static, however. It is continually changing to meet the needs of the situation and of the country. For example, there was once a time when the U. S. had only a one-ocean Navy. This Fleet, vintage 1907, was the U. S. Atlantic Fleet, sometimes known as the Great White Fleet or U. S. Battle Fleet.

President Theodore Roosevelt decided to send that Fleet on a world cruise and chose Rear Admiral Robley D. "Fighting Bob" Evans to command it. Orders were delivered directly to Admiral Evans by the President himself and were never reduced to writing.

The U. S. Atlantic Fleet at that time consisted of 16 battlewagons which were equally divided into four divisions. Also included in the Fleet were four auxiliary ships. The Fleet, with Admiral Evans' flag flying in *uss Connecticut*, left Hampton Roads in December 1907 and sailed around South America, reaching San Francisco the following May.

The Fleet sailed from San Francisco two months later with Rear Admiral C. S. Sperry in command. After making ports of call in Hawaii, Japan, the Philippines, New Zealand and Australia, the Great White Fleet reached Suez, Egypt, in January 1909. There the Fleet received word of an earthquake in Sicily. The custom in the Navy then, as it is now, was to be ready and willing to help those in need. The voyage of the Fleet was momentarily halted to aid in rescue efforts until other U. S. ships arrived to relieve them.





U. S. EIGHTH FLEET saw lots of action off southern Europe in World War II. Here its DDs fan out in 1946 maneuvers.

When the Great White Fleet returned to the U. S. after more than a year's absence, it passed in review of President "Teddy" Roosevelt to end a dramatic trip that was a striking example to the world of U. S. naval power.

The waters in which the Great

White Fleet sailed to aid the victims of the earthquake in Sicily are again very much in the news. And again, a mighty U. S. Fleet is on hand.

This powerful force is the U. S. Sixth Fleet, operating in the Mediterranean Sea.

Like other modern fast carrier task

forces, the Sixth Fleet is formed around aircraft carriers. At present, the Sixth Fleet numbers over 60 U. S. warships of various types. Recent powerful additions to the Sixth Fleet include the carriers *uss Forrestal* and *uss Saratoga* and the world's first guided missile ship, *uss Boston* (CAG 1).

The striking arm of the carriers consists of over 250 attack bombers and jet fighters, all capable of carrying any type of airborne bomb or missile in use today. Also, there are heavy cruisers, destroyer squadrons and submarines. Also a part of this Fleet are the amphibious ships, loaded with reinforced Marine battalions complete with tanks and artillery.

As you can easily see, it takes a lot of little threads to make a rope and it takes many types of ships to make a Fleet. Granted, a division of four heavy cruisers, capable of dealing a lethal blow, can strike fear into the heart of any enemy. But in most cases, two destroyers, a small aircraft carrier and one heavy cruiser can hit even harder. And even more versatile and powerful is the composite of all these ships, DDs, CVAs, CVs, CAs, BBs, working in a task force.

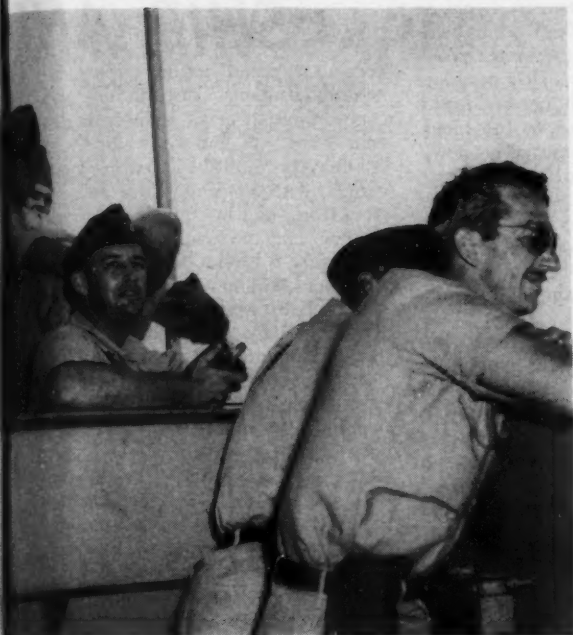
Put them all together and you've got a Fleet.

—Rudy C. Garcia, JOC, USN.

PANAMA CANAL made 'one ocean Navy' a thing of the past. Here Atlantic Fleet ships *Dashiell* (DD 659) and *Gatling* (DD 671) go through.



ALL HANDS



USAF Afloat

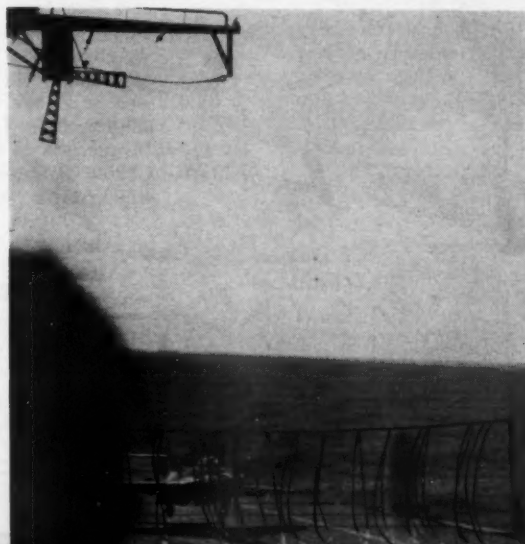
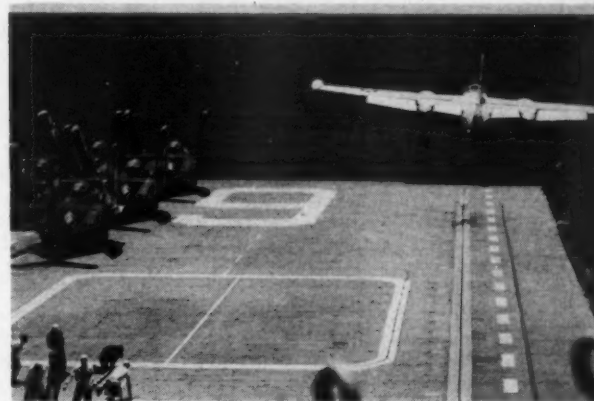
"S O FAR AS I'M CONCERNED we landed in the water . . . some one just shoved the deck under us." These words came from an amazed Air Force colonel after a demonstration flight to and from the flight deck of *uss Essex* (CV 9).

He was one of a group of 20 USAF officers of Strategic Air Command, B-47 Wing, at Guam who were invited for a two-day cruise to learn a little about how Navy airmen operate. The group watched Navy pilots touch and go off the deck of their floating air strip in speedy *Cougar* and *Banshee* jet fighters. They were speechless as the large AJ-2s plopped down and rose again without even kicking in their additional jets.

As a whole, the land-based birdmen agreed that the team work and integration of operations allowing launchings from the bow while others came in on the angled deck astern gave them ideas which could be useful to any pilot.

When leaving they expressed their appreciation of how Navy pilots and airmen handled planes in such confined spaces, but none seemed eager to trade their mile-long runways for the seagoing roost. Here's a picture story of the Air Force on board *uss Essex*.

Top: Air Force officers watch touch-and-go demonstration by Navy men from the bridge on *Essex's* island. **Top right:** Flight operations of the two-engine AJ-2s to and from the confines of the carrier's deck amazed the pilots accustomed to mile-long runways. **Right:** Precision teamwork launches plane from catapult. **Lower right:** *Cougar* jet fighter safely hits crash barrier after losing arresting hook during demonstration for the Air Force birdmen.





"A NEWSPAPER EDITOR should be a sulking hulk of a man with fire in his eyes, a cigar in his mouth and ink on his fingers. He's supposed to get rid of evil, conquer multitudes and deliver guidance to the meek. He builds an empire out of his newspaper and the words that come from his typewriter are the truth and should be taken as law—or that seems to be the common conception," according to the editor of *uss Boxer's* newly-established newspaper, the "Busy Bee."

This seaman-editor continues: "We don't feel that we can live up to those 'standards' of our trade. First, the nearest thing we have to fire in our eyes is when the duty PPO gets us out of our rack too early in the morning and we're not in a good mood. The smoking lamp is out too often on the hangar deck for a cigar, and the rulers of the print shop won't let us get close enough to the presses even to smell the ink."

Although he claims he can't measure up to the mythical standards he lists, the writer of CVS 21's "Busy Bee" editorial has worked himself (or been pushed) into one of the Navy's more difficult, but most rewarding jobs—that of putting together one of the Navy's multitude of newspapers.

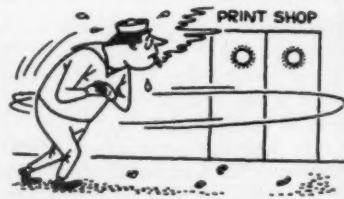
The editor's job, the reasons for and the rules governing his newspaper are like the papers themselves: so much a part of the local Navy scene we don't notice them until they're missing. Yet the Navy-wide group of ship and station publications form one of the world's largest newspaper chains. They are published under authority of *NavExos P-35* (Rules, Regulations, Policies and Standards for the Control of Navy Publications and Printing) which controls such items as cost, size, use of color and actual printing. The "rulebook" for this newspaper empire also includes several SecNav Instructions in the 5600 series, and Chapter 9, Section 7, *BuPers Manual*, which states the Navy's policy con-

SHIP ANDST

cerning ship and stations papers, including contents, distribution and the prohibition of all advertising except want ads. Further, only those ads may be published that are concerned with housing, rides to and from work, and lost-and-found items (unless you have special permission).

Chapter 8 of the Navy *Public Information Manual's* Appendix A has a few choice words on the "what's what" level for officer-advisers, editors and reporters. According to the *PubInfo Manual*, the principle behind publication of ship and station papers is the fact that an informed man is a better, more contented, and more effective man. To live up to that principle a newspaper should appeal to its readers by containing shipboard and other news and information of value to personnel, in addition to such items of entertainment as jokes, comic strips, cartoons, features and similar material.

This manual also states that a newspaper should never be used primarily as a means for the skipper (or anyone else) to lecture the men,



since this would defeat the paper's primary purpose.

None of the official "rules," however, offers solutions to a couple of problems which *Boxer's* mildly-disturbed editor mentioned in his first editorial, problems which have haunted many Navy editors: the mostly-mechanical difficulties of production, for instance, and the human ones of reader appeal and the shortage of volunteers to fill staff billets.

From the standpoint of mechanical production, making do with



NDSTATION PAPERS

whatever equipment is available is the fate of most shipboard editors; the lucky ones at shore installations frequently have a good Navy print shop available or either appropriated or non-appropriated funds for hiring the facilities of a good commercial printer. Snaring staff members and reader interest is more a



matter of personal know-how and "skulduggery" on the part of whoever is assigned the job of turning out a regular "poop sheet." Still, even the most inexperienced of editors can find ways of beating these three problems.

Navy editors, as well as their counterparts in other services, have found that the **Armed Forces Press Service** can be a big help in turning out a creditable newspaper. AFPS offers such services as:

- A weekly **clipsheet** containing news, pictures, cartoons and other art which can be used to supplement local resources, regardless of whether your paper is printed by letterpress, mimeograph or photo-offset method.
- Upon request they will advise on the organization and operation of a newspaper, or (given copies of your ship's "rag") they will examine it thoroughly and return a detailed **critique** or report on what can be done to improve it.
- AFPS also offers the **Armed Forces Newspaper Editors' Guide** (NavPers 10293A), which may be ordered from your forms and publications supply distribution point listed in enclosure (1) to BuSandA Inst. 5604.1. Now being revised, this

publication has superseded the **Navy Editors' Manual** (NavPers 10293A) which is out of print. The **Guide** is a handy *compilation* of the technical information needed to produce a readable paper without too much strain.

Navy editors can request these publications or services by writing to the Officer-in-Charge, Armed Forces Press, Radio and Television Service, Room 1425, Fisk Building, 250 W. 57th St., New York 19, N. Y., via the appropriate command channel and the Administrative Officer, Navy Department. (Material may also be submitted to AFPS for publication in its clip sheet.)

Papers which use a mimeograph machine as a "press" can obtain from AFPS pre-cut stencils of art work appearing in the weekly clip sheet, while office supply houses have available a number of "gadgets" and instruction books which tell how to do all sorts of tricks with stencils.

When anyone mentions rounding up enough willing hands to put out



a newspaper most Navy editors could well answer, "Aye, there's the rub"—although on board a ship that's spending a fair amount of time at sea it isn't too difficult to find men who'll volunteer a part of their off-duty time. And lithographers, printers and photographers are usually willing to perform in their special fields (particularly if their names are added to the masthead). But writers and reporters, especially the amateurs, usually have to be cajoled from their hiding places.

Many of these same editors have found that a little checking among buddies in the various divisions will reveal at least a couple of guys who have worked on high school newspapers. It's been found, too, that chaplains and most ship's officers can—and will—do some writing for the struggling shipboard editor.

Digging through one of the editors' manuals and the training course manual for Journalist 3 & 2 (NavPers 10294) is considered a good



way to pick up all sorts of information on publishing a paper and on "writing readable." An AFPS critique can be a big help in selecting material which has good reader interest, and many of the newspapers your ship receives in exchange for its own often serve as models and as sources for ideas.

Another service for the editor who's short of news and staff members is offered by the Internal Relations Branch of the Navy's Office of Information. This consists of informal memos and features dealing with current or upcoming events.

Stations, naturally, have good facilities for turning out a handsome newspaper. Staffwise, too, they seem to be well fixed, usually with a couple of professional civilians to guide unsteady hands.

One prime example of the station newspaper is "Dope Sheet," published by the Naval Air Station at Norfolk. Recently, its editor, JO3 John Timothy Smith, usn, in taking note of a number of awards made to the paper, pointed out that a newspaper "doesn't just happen out of thin air."

According to Tim, "a staff of 10 Navy newsmen work from five to



seven days a week gathering, sifting, evaluating, editing and typing news before each issue becomes a reality in the reader's hand." There are pictures to be taken, cropped and scaled to fit the desired space. Articles must be typed in column form on special composing machines; headlines, written to fit a particular space, are set by hand from a stock of printed pasteboard characters and pasted in their proper places.



With the "dummies" of their usual eight pages pasted up "Dope Sheet" staff must make a final check to insure that captions are under the right pictures, that headlines are over the right stories and that several thousand words are spelled the way Webster does it. Then the dummies and properly-scaled photographs are turned over to a commercial printer to be reproduced, first as metal printing plates, and finally as reader-bound copies of "Dope Sheet."

Distribution of the finished issue accomplishes the mission which NAS Norfolk's paper shares with all Navy newspapers: "To serve as a positive factor in promoting the efficiency, welfare and contentment of personnel."

Another Stateside station paper which has done yeoman service for thousands of "boot" sailors is the 33-year-old "Hoist," issued by the Naval Training Center, San Diego. Established in 1923, six months after the training center opened for business, the "Hoist" first appeared as a four-page 8½ - by - 11 - inch publication, edited by the Center's chaplain and staffed by volunteers.

The paper grew up along with the training center, however, and is now

a tabloid-size, slick paper, eight-page publication, complete with photographs and artwork. Staffed by personnel of the center's Public Information Department and commercially printed, the "Hoist" has become one of the most widely known station publications in the Navy.

In the seagoing Navy, the larger ships with their superior printing facilities can easily turn out better-looking (but not necessarily more readable) newspapers than can the editor whose production staff is armed with little more than a mimeograph machine or a beat-up early model office duplicator. One example is the eight-page "Jerseyman" of *uss New Jersey* (BB 62) whose editorial staff consists of an officer adviser, one JO3 and one seaman. "Jerseyman" production staff consists of one PH1, three LI3s and two seamen (one each in the photo lab and print shop). BB 62, however, does have a number of men who can be counted on as reporters, staff poets and gen-



eral editorial handymen.

uss Shangri-La (CVA 38), with an editor and four reporters, plus a 14-man print shop staff and a couple of photographers, has little trouble turning out a weekly 2500 copies of the four-page "News Horizon"—plus an additional 2-to-10,000 copies of a souvenir edition whenever the carrier holds "open house."

Hardly a prize winner from the standpoint of looks, but one of the more readable of shipboard papers is the "Moale Monitor" put together bi-monthly for the men of *uss Moale* (DD 693). And (shades of the staff personnel problem!) this MM's staff consists of one chief hospitalman, one personnel man third class, and

two seamen putting out the paper.

In one recent mimeographed six-page issue of double-column, to-the-point prose, "Moale Monitor" amateur staff found room for:

- A full page of sports, including coverage of a softball game in which *Moale's* men downed *uss Sperry* (AS 12) by a score of 11 to 8 "on a hot, humid day in Iskenderun, Turkey;" a softball game in which *Moale* and *Sperry* pooled their manpower in an



unsuccessful (1-0) attempt to best Israel's national champions; and the unsuccessful attempt of another *Moale-Sperry* task force to better the score racked up by the basketball team the Israelis had intended for the Olympics.

- A full report on a sightseeing tour originating in Haifa and offering *Moalemen* a chance to follow "The Footsteps of the Master;" a report on the destroyer's visit to Haifa and the series of "open houses" held there, and an editorial commentary on the progress Israelis are making in transforming their barren land.

- A "Dear Ma" letter highlighting the events of a three-day visit to Tobruk, in addition to space for a short note to the home-folk.

To round out their morale builder, *Moale's* newsmen included a meet-your-shipmate feature, a paragraph which could pass for a "chaplain's column," a couple of notes on movies, a paragraph recording new additions to the families of *Moale* sailors, a pair of jokes and a slogan.

Typical of their jokes: "You've heard of chameleons changing color, but have you ever heard of an editor turning into a drug store?" And that wasn't the funniest one either.

—Barney Baugh, JO1, USN.



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Movie-Makers, USN

ON-THE-SPOT coverage of history in the making, records on film of Navy jobs, and the men and equipment that perform them—that's the idea behind the training program of Navy cameramen. These men learn their techniques and know-how from a nucleus of cinematographic instructors at the Motion Picture (C) School located at NAS Pensacola. The school, administered by the Naval Air Technical Training Unit, has classes convening every 14 weeks.

All types of motion picture cameras of both 16-mm. and 35-mm. are utilized, including sound, ultra-high speed and underwater cameras. Students are quickly introduced to the ins-and-outs of camera work, developing and processing, printing, editing, and directing. Script-writing and special effects offer unusual students an opportunity to display their originality.

During training, prospective cameramen are sent on location to cover news events under the watchful eye of instructors.

Top left: Training enables men to shoot sound training films. *Top right:* Navy cameraman in the field catches full effect of blast set off by demolition crew. *Right:* Final adjustments are made before photographing the action of shutter at nearly 800 frames-per-second. *Lower right:* Perfect synchronization of the "ear" and "eye" of these machines is important. *Lower left:* an instructor demonstrates the production of sound film.



USN.



THIS IS SUMMER? Planes at Antarctic air strip are engulfed by snow at beginning of summer season.

Life at Navy's Southernmost Duty Station

When an element of Operation Deepfreeze, Navy's Task Force 43, was about to leave for Antarctica, ALL HANDS got in touch with the powers that be and asked for a story written on the spot. "Give us the informal, penguin's-eye view," we asked. "But stick to the cold facts. No romance."

And so this is the story. It was written, as you will note, in the cold, cold, cold. The first draft was written on thin slabs of ice with melted snow as ink. It is an impressionistic record of the work done by the Navymen who wintered over at McMurdo Sound. Written by Chief Journalist

J. E. Oglesby, USN, it was "cleared at the source" by CTF-43's PIO.

With the copy from Chief Oglesby was a memo to the effect that another of our field correspondents (if you write to us from the field, i.e., any place but Washington, you're a field correspondent), Joe Sigler, J02, is working on a follow-up story on ice.

THE BIG PUSH was on. Planes were due from New Zealand in two and one half months. Eight feet of snow covered the only possible landing strip and one—repeat one—tractor was available to move the 10 million-plus cubic feet of snow and ice cov-

ering the 225 by 6000-foot runway.

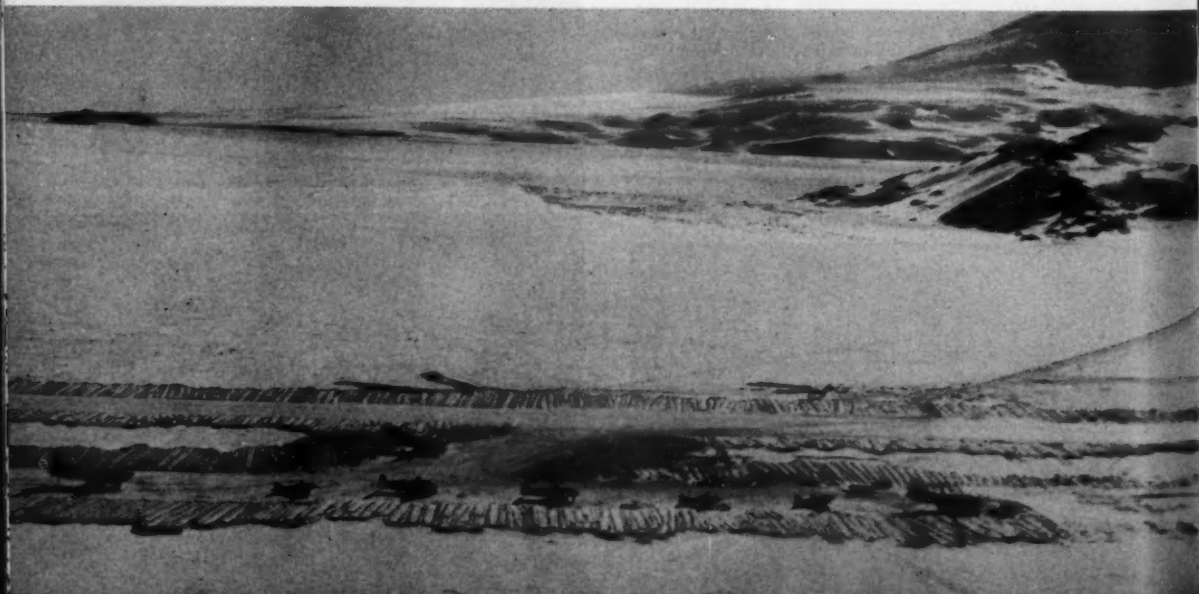
That's how the situation stood at the Navy's southernmost airbase, McMurdo Sound, Antarctica, at the height of the Antarctic winter night.

It was dark. The sun had set 21 April and wouldn't rise again until 21 August.

It was cold. The thermometer stood at 70° below zero Fahrenheit and the bay was whipped by strong winds.

Heavily dressed Navymen working under floodlights could stand only 20 minutes' exposure at a time. They wore jury-rigged surgical masks to filter and pre-heat their

NAVYMEN WORKED in 70 below temperatures clearing 10 million cubic feet of snow to make Williams Air Facility.





PETROLEUM and gasoline are delivered by icebreaker. Fuel line is laid across ice to storage tanks.

ty Station

own breath but the masks iced up within an hour.

Nevertheless, after some 100,000 man-hours of work by the 93-man wintering-over party the strip was ready, complete with GCA.

Even before the big airstrip push, life wasn't too soft. You had to be at least a senior first class petty officer to draw messcook duty. Senior messcook was a lieutenant commander and, during the airstrip episode, junior messcook was a PO1. They weren't interested in rank or prestige. They competed for the post in the galley of Raymond Spiers, CS1, because, for one reason, he had up-ended the old maxim of "Them as eats, works" to make it read "Them as works, eats." Then, too, it was relatively warm in the galley.

Landing in late December 1955, all the Fleet rates, airmen and construction men of Mobile Construction Battalion Special worked against time to erect their houses before the last ship left on 9 March. Then, after the ships were gone, they had to complete the buildings' interiors before sundown 21 April.

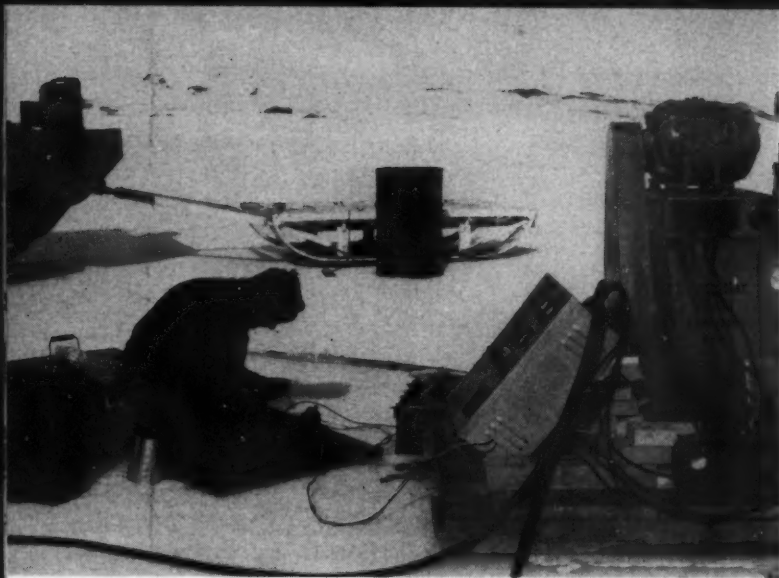
Building 34 houses in the lava ash of Mount Erebus is not child's play even in the Antarctic summertime. Working from tents, standing in outdoor chow lines for meals and forever braced against the cold, the men of Williams AirOpFac knew no relief. (The facility is named for Seabee driver Dick Williams who perished when his 35-ton tractor plunged through bay ice.)

After the ships left and the build-



WEASEL-DRAWN sled train carries sections of fuel line to icebreaker. Below: Navymen working in ice and snow connect line's last link.





ON-THE-SPOT maintenance was important in keeping equipment working. Here, C. S. Lynch, CE1, USN, repairs generator on GC approach unit.

ings were completed, the 93 men began to package 500 tons of equipment and supplies for airdrop at the South Pole. Each package had to be weighed, strapped, packed and ready to parachute to the 10,000-foot plateau.

Each hardship, each extra workload seemed to kindle a stronger unit spirit among the 93 men commanded by pilot LCDR Dave Canham who seemed to be everywhere at once.

Take the chapel for instance. The men wanted one. The chaplain wanted one. But the base diagram didn't include one nor did the quan-

tity of building materials allow for it.

So they scrounged. And they worked. Father John (John Condit, ChC) and his 92 parishioners kept a roving eye open wherever they walked, especially around the trash piles and the supply dump.

A nut here, a bolt there, a piece of dunnage here and a scrap of sheet metal there—the chapel came into substance. A naive carpenter forgot to lock his plywood supply cabinet and an altar was assured.

Construction men assembled the hull after finishing their regular 12-hour work shift.

The hull assembled, they put it

TIME OUT for fun—Chaplain (LT) John C. Condit, USN, leads a cool version of a Hill Billy band while Deepfreeze personnel relax at McMurdo Sound.



up. The wind moved it several yards. Next day 40 men mule-hauled it back in place for more additions. That night the wind moved it again. Next day they took it back. Finally it was complete enough to anchor down. Then a spire and a steeple gave it the majesty of reverence.

Looking at the chapel now, against the background of Observation Hill where a cross honors the memory of CAPT Robert Falcon Scott, a newcomer cannot appreciate the hardship that went into its building.

A white picket fence outside and an altar inside give it an air of permanence. It even has a bell, courtesy of one of the YOGs frozen in the bay.

Saturday nights gave respite to the grueling work routine. Hendrik "Dutch" Dolleman, 51-year-old Air Force Master Sergeant with considerable hours in both the Arctic and the Antarctic, calls the Saturday night happy hours "a chance to settle old gripes and start new ones." Dutch came on Deepfreeze to train and care for the dogs held in readiness for airdrop to pilots or trail party members downed in treacherous regions. His sage advice was often sought during the winter night.

Paydays were not too frequent but William T. Hess, SKC, managed to conduct an object lesson in finance that would leave Wall Street spellbound. The paymaster was 400 miles away at Little America Five so he issued Agent Cashier Hess \$9,255 to pay the crew at McMurdo. With that initial stake, Hess paid out \$23,404 from 29 February to 2 November and ended up with a balance of \$1,449.61.

How? He re-used money collected by the Ship's Store and by the officers' mess caterer.

Health problems were surprisingly few. Doctor Isaac Taylor, LCDR, recorded a few cases of frostbite and no snow blindness during the severe weather. When the ships left he prescribed for the few colds and other respiratory diseases. After that, the climate was so cold these diseases didn't recur.

The human machine stood the test much better than the inanimate machinery. Chief mechanic Charles M. "Slats" Slaton forgot what sleep was like during the airstrip project. The big tractor had to be kept going at all costs, else the Pole landing and base building couldn't take place. So Slaton and his mechanics kept it



SPECIAL COVER is used to heat engine of R4D Skymaster on frozen runway of Williams Air Facility.

together by skill, tricks and prayers.

Somebody said of Norman Nason, SW1, "His guys have welded everything—from broken hearts to the crack of dawn."

The airstrip was number one concern at all times but there was apprehension at first on how well the two YOGs would fare as the temperature dropped. To augment the fuel supply, they had been loaded and towed from the States. Their anchors were then planted 200 feet high in the permafrost of a hillside. Each ship was checked daily for hull ruptures but both withstood the strain.

When Navy planes arrived 16 October they saw a perfect airstrip—or more appropriately, a perfect landing ditch on the 14-foot thick bay ice. First to land was the Task Force Commander, who came roaring in by R5D. Next day the remaining planes of Air Development Squadron Six arrived.

Within days giant C-124 *Globemasters* began to land with tons of priority air cargo and additional personnel. Some planes weighed out at 190,000 pounds gross on take-off from New Zealand, 2250 miles northward, for the fly-in.

With the sudden population swell the wintering-over group at McMurdo faced a paradox—how to accommodate 267 people in space designed for 93. The mess hall went on shifts; VX-6 maintenance crews set up their own accommodations on the bay ice; everybody moved his bunk a little closer to his shipmate to make room for another.

Finally, before Janesway Huts could be assembled, they even put cots up in the chapel. One new

arrival said, "I never slept holier. But I felt awful guilty every time I cussed."

Nor was all the Yankee ingenuity shown by the wintering-over group. One Navy airman just aboard developed a severe toothache and had to have an extraction.

Next morning the doctor came to his hut to check his health. Expecting to find a badly swollen jaw, the doctor was amazed to find the youngster's face almost normal.

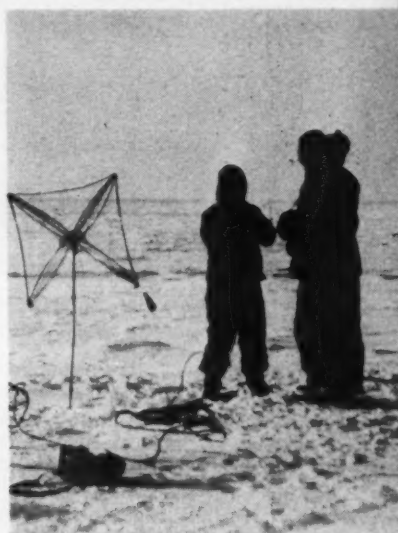
"Did it give you trouble?"

"Yes sir, for a while."

"Why didn't you come to sick bay or send for me?"

"It was too far. Besides, I found an icepack," he said, sheepishly drawing an ice-cold can of beer from his sleeping bag and holding it up.

Living accommodations settled, a



HISTORY IN THE MAKING—First plane to land at South Pole skis in on barren ice. Above: RADM Dufek, Deepfreeze Commander, plants flag at pole.





YOGS FROZEN in ice of McMurdo Sound were towed in to serve as winter filling stations during the construction of Williams Air Facility.

fast air pace began. Navy planes flew the advance trail party to Little America for scouting a safe trail into Marie Byrd Land. Then Navy and Air Force planes explored the drop area at the South Pole as well as the Beardmore Glacier area where an auxiliary air base was needed to support the pole flights.

A camp was established on the

Liv Glacier near Mount Duncan on 28 October at an ideal location 500 miles south of McMurdo Sound and 303 miles north of the Pole. Thus planes could take off from McMurdo with less than a maximum load, stop at Beardmore station to refuel, then proceed to the Pole with a greater margin of safety.

Then on 31 October the Task

NAVY'S ANTARCTIC base has come a long way since first recon party landed a little over a year ago.

Force Commander made Antarctic history by landing on the South Pole. The flight was made in R4D Bureau Number 12418 named "Que Sera Sera" (Whatever will be will be). The plane's crew included LCDR Conrad S. Shinn, pilot; CAPT William M. Hawkes, co-pilot; LT John R. Swadener, navigator; John P. Strider, AD2, plane captain; William A. Cumbie, Jr., AT2, radioman; and Rear Admiral Dufek, Commander Task Force 43, and Captain Douglas L. Cordiner, Commanding Officer of AirDevRon Six, observers.

Captain Cordiner's mission was to learn the conditions under which his pilots would have to operate when landing construction men to build the Pole base. Admiral Dufek wanted to see that, plus the conditions under which his Seabees would work.

The flight represented the culmination of more than two years of planning and 27 years of Navy Antarctic experience since the late RADM Richard E. Byrd first flew over the pole in 1929.

The seven who first landed on the 10,000-foot polar plateau have been assured their rightful place in history.

But in retrospect one thinks with admiration of the spadework at McMurdo Sound that made the pole landing possible.

When the next frontier—the moon—is conquered, there will be another 93 men like those at McMurdo who'll stick out their necks, freeze their knuckles, endure an Antarctic night and keep their backs to the wheel to make the lunar landing a success.

—J. E. Oglesby, JOC, USN, Flag, CTF-43.





H OF A TABLE — Members of TACRon 22 hold practice session around special table at Little Creek amphib base.

The Card Table That Paid Off

AMPHIBIOUS OPERATIONS have become a classic of warfare since their widespread success in World War II.

Characterized by the closest cooperation between land, sea and air forces, amphib-warfare today is familiar to all Navymen, either through actual participation, orientation classes or personal accounts of shipmates.

There is one important phase in the amphibious assault, however, which is not too well known. That is the job of the Navies TACRon, in the proper use and coordination of supporting aircraft.

Here's a report on the typical TACRon, its history, and how it operates.

Since the early days of World War II, the control of all aircraft and air defense units involved in an amphibious operation has been placed in the hands of what is now known as "Navy Tactical Air Control Squadrons."

The origin of this type of unit goes back to the days of Guadalcanal during World War II. It was in that campaign that surface-con-

trolled attack planes were employed for the first time in assaulting enemy installations and fortifications. The results obtained were highly successful, both in the destruction of enemy installations and in support of our troops.

The first actual "Air Support Control Team" operated from a card table aboard *USS Pennsylvania* (BB 38) during the Attu operation in

May 1943. It consisted of three officers and one enlisted man. Fifty sorties were flown against the enemy in that operation.

As the Pacific island-hopping campaign continued, training of personnel in the techniques of close air support was accelerated and more "Air Support Control Units" were commissioned. By the time the war came to a close, there were

TACRON UNITS operate from AGCs, coordinating armed forces air support against enemy positions. Here, *USS Eldorado* (AGC 11) directs action in Korea.





AIR ACTION against enemy must be coordinated. Planes of Navy, Marine Corps and Air Force in joint amphib operations use TACRon information.

13 ship-based teams and five landing force teams in the Pacific Theater.

In 1946, the number of Air Support Control Units was reduced to three units and their designation changed to "Tactical Air Control Squadrons."

Typical of the TACRons in today's Navy is Tactical Air Control Squadron 11, temporarily based at NAS North Island, San Diego. Its skipper is a naval aviator, as are approximately half of the officers attached to the squadron. There are 15 Naval officers attached to the squadron in addition to one aviator each from the Marine Corps, Air Force and one Army officer. There are 37 enlisted men in the squadron.

TACRon 11 was originally commissioned as TACRon Three in 1950 and actively participated in amphibious operations during the Korean War. The squadron now has three overseas tours behind it and recently sent a detachment to WestPac early this year.

What are the jobs of a TACRon?

Under the direction of the Tactical Air Control Group commander, the squadron is the link between the amphibious forces and Navy Air, Marine Air, Air Force, and air services of our allies. The squadron plans, directs and controls all aircraft involved with the assault.

The liaison necessary in controlling aircraft is accomplished through the officers of the TACRon. The air section of the over-all operation order is compiled and written by the squadron and the actual direction of aircraft is controlled by TACRon personnel from an amphibious flagship.

In a recent Pacific Fleet training exercise, the officers and men of TACRon 11 carried out their job of controlling the aircraft from specially equipped spaces aboard *uss Estes* (AGC 12) and *uss Eldorado* (AGC 11). In an amphibious exercise or operation, the work of operating personnel of the TACRon is centered around an area known as an "H" table.

Radio network controllers are spaced at remote radio outlets on

both sides of this H-shaped table while a coordinator is positioned in the center. Air traffic, air direction, air request, and air observation are examples of the circuits controlled.

Normally, the aviators assigned to a TACRon do not pilot aircraft engaged in amphibious exercises. Their knowledge of the capabilities and limitations of aircraft and pilots, and their familiarity with radio telephone procedure and pilot jargon make them vital members of the controlling team aboard ship.

Another TACRon job is the training of aircraft squadrons and air groups in the techniques of close air support. All officers attached are thoroughly trained in the procedures and tasks required in the coordination of artillery, guided missiles, naval gunfire and antiaircraft gunfire, in the controlling of numerous associated radio networks, processing requests for air support, and controlling aircraft in their assaults.

The enlisted men in TACRons are mostly radiomen and electronics technicians. They have vitally important jobs as net controllers, status board keepers, teletype operators and mechanical trouble shooters.

Today, there are five TACRons in commission. TACRons 11 and 12 are units of the Pacific Fleet Amphibious Force and are under Tactical Air Control Group One. TACRons 21, 22 and 23 are part of the Atlantic Fleet Amphibious Force under Tactical Air Control Group Two.

Although TACRons have been reduced in number since World War II, their importance in amphibious operations has grown tremendously. It's been a long time and much progress has been made since that card table was set up on *Pennsy* in '43. And that table has paid off.

TABLE is the nerve center of air operations sending in planes for missions such as close ground support.



LETTERS TO THE EDITOR

Rate Change for Temporary Officer

SIR: I have been selected for appointment to warrant officer. In the event that I am appointed, can I have my permanent rate changed to chief petty officer? If so, what's the procedure?—F. D. G., BM1, USN.

• Yes. Once you receive your appointment to warrant rank, your commanding officer can change your rate to BMCA in accordance with BuPers Inst. 1430.7B, which governs advancement of enlisted personnel.—Ed.

When Does Travel Time Start?

SIR: I hate to be the one to inform you that the answer you gave in a letter to the editor concerning Travel Time (August 1956 issue) is in error. You stated "... the day of departure is considered a day of duty, so that the man's travel time would not begin until that midnight. Thus, if he departed at 1200 on 1 June, he would not have to report to his new duty station until 2400 on the following day (2 June)."

BuPers Manual, Art. C-5317(3)(a) states "Travel time shall be counted in whole days, periods of 24 hours, based on time of departure as shown by endorsement on orders, fractional parts of 24 hours being counted as whole days." Thus in the case stated in the letter, the man should have reported by 1200 2 June instead of 2400 2 June, since the man was not granted any leave (delay in reporting) or proceed time, making it necessary for the man to report at 1200 the following day. Whereas, say the man was granted 10 days' delay in reporting, four days' proceed time and one day travel time, the man would not have had to report until 2400 16 June, because of leave and proceed time being a factor. In the case stated the man was granted only one day travel time, making it necessary for the man to report at 1200 the following day or 1200 2 June, which is a period of 24 hours. Thus in this case the man's first day does not count as a day of duty, but as stated in Art. C-5317(3)(a), the travel time starts at 1200 1 June, based on the time of departure, whereas if there had been a delay in reporting (leave) and proceed time involved, it would have been counted as a day of duty.—R. M. T., YN2, USN.

• You can stop hating yourself. According to the reference you used, you are correct, the only gimmick being that your reference is applicable only when air transportation is involved, and is not the correct reference in this case.

Although the man in question is actually in a travel status beginning at 1200 on 1 June, the calendar day of 1

This section is open to unofficial communications from within the naval service on matters of general interest. However, it is not intended to conflict in any way with Navy Regulations regarding the forwarding of official mail through channels, nor is it to substitute for the policy of obtaining information from local commands in all possible instances. Do not send postage or return envelopes. Sign full name and address. Address letter to: Editor, ALL HANDS, Room 1809, Bureau of Naval Personnel, Navy Dept., Washington, D. C.

June is computed as a day of duty irrespective of the actual hour of detachment. The man is allowed one full calendar day of travel time which begins at 2400 1 June and ends at 2400 2 June and is computed in accordance with "BuPers Manual," Article C-5318(3), omitting the leave and proceed time.—Ed.

Navy Fencers

SIR: I enjoyed reading your Navy sports roundup in the December issue of ALL HANDS. To complete the picture, however, it should be noted that the Third Naval District fielded its own fencing team this year and came up with a handful of medals at the National Fencing Championships. A team consisting of LTJG Bob Parmacek, USNR, LTJG Richard Berry, USNR, LTJG Lawrence Lazovick, USN, and Ensign Roger Jones, USNR, won second place in the National Epee team event and then went on the same day to place third in the National Three-Weapon team championship. By way of historical note, the prizes for the latter

event are memorial medals, to commemorate the greatest all-around fencer the United States has ever seen: Lieutenant George Calnan, USN.

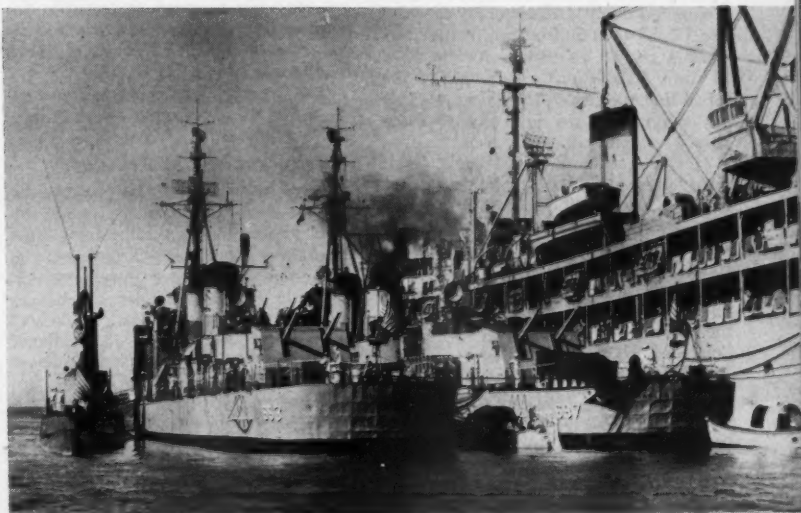
The Navy also had its individual stars in fencing during the past year. Sewall Shurtz, YN3, USN, took third place in the National Individual Epee Championships (he won this event in 1954) and then went on to win the National Foil crown. He was named to the Olympic Fencing Team in both weapons. LTJG William Andre, USNR, in addition to making the Olympic Modern Pentathlon Team, also won his way to a berth on the Fencing Team, a most remarkable achievement. He accomplished this by tying for first place in the National Individual Epee title. Despite a game effort, he lost the play-off for first place to the defending champion and had to be content with second spot.

I think you'll agree that the Navy's fencers made themselves felt this year.—R. F. J., LTJG, USNR.

• That they did, and a good bit of sports news it is. However, for the sake of clarity, it should be pointed out that these fencers were assigned to the Third Naval District to take advantage of the excellent coaching and training facilities prior to competing in the Olympic Fencing Trials, which were also held in New York City.

As stated before, any items of Navy-wide interest are welcome. Why not submit news about the men and activities of your unit to ALL HANDS?—Ed.

'LOVE ME TENDER' could be song of 6th Fleet's USS Pompon (SSR 627), Moale (DD 693), Charles S. Sperry (DD 697) getting repairs from Cascade (AD 16).



News of reunions of ships and organizations will be carried in this column from time to time. In planning a reunion, best results will be obtained by notifying the Editor, *ALL HANDS* Magazine, Room 1809, Bureau of Naval Personnel, Navy Department, Washington 25, D. C., four months in advance.

• *uss Barton* (DD 722)—A reunion will be held during May in Washington, D. C. For information concerning reservations and program, write to F. M. Shore, Jr., 9915 Dickens Avenue, Bethesda 14, Md.

• *uss Chicago* WW I Assn.—The 37th annual reunion of former crew members is scheduled on 13 April, in Philadelphia, Pa. For more details write Paul A. Kline, 17 W. Park Avenue, Oaklyn, N. J.

• *uss Delta* (AR 9)—A reunion is tentatively scheduled for 9, 10 and 11 August, in Philadelphia, Pa. Contact Charles J. Reed, 304 Derwyn Road, Drexel Hill, Pa., for more information.

• *Eighth Beach Battalion*—The second reunion will be held in Montreat, N. C., on 9-12 May. For additional information, write to Clifford L. Legerton, 263 King Street, Charleston, S. C.

• *Commanding Officers, Destroyer Escorts, WW II*—The eighth annual DE Skippers' reunion and dinner will be held at the New York Yacht Club, New York, on 25 April. For information contact H. V. B. Richard, 50 Broadway, New York 4, N. Y.

• *uss Oklahoma* (BB 37)—A reunion will be held in the Sylvania

Ship Reunions

Hotel, Philadelphia, Pa., on 4 and 5 May. Further information may be obtained from E. H. Lutz, 673 Lindley Road, Glenside, Pa.

• *uss Tulagi* (CVE 72)—A reunion of the officers will be held on 4-7 July at the Hotel Del Coronado, Coronado, Calif. For details contact F. A. Holden, Medical Arts Building, Baltimore 1, Md.

• *uss Warren* (APA 53)—The fifth annual reunion will be held at the President Hotel, Atlantic City, N. J., on 10-12 May. For more information write to William J. Peters, 28-4 Harris Place, Paterson 4, N. J.

• *uss Brough* (DD 148)—All former shipmates interested in holding a reunion with time and place to be decided by mutual consent, should contact C. D. King, 328 Colorado Building, 2400 West Colorado Avenue, Colorado Springs, Colo.

• *uss Brooklyn* (CL 40)—Former crew members interested in holding a reunion, with time and place to be decided, write Alford W. Wells, 1316 Oakpark Ave., Norfolk, Va.

• *uss LST 579*—All crew members who served on board from the time of commissioning until September 1945, who are interested in having a reunion should contact Sam S. McKeel, 223 N. Dotger Ave., Charlotte, N. C.

• *24th Naval Construction Battalion*—Former crew members interested in holding a summer reunion should write to G. G. Fitzpatrick, 16 West 10th St., New York 11, N. Y.

• *uss Thomas Stone* (AP 59)—The first reunion of all shipmates will

be held in Richmond, Va., 18 May 1957. For additional information write to CAPT. E. J. Speer, USNR, 1115 South Spruce St., Southport, Conn.

• *uss Hayter* (DE 212, APD 80)—A reunion is scheduled for all crew members on 4 May at the Warwick Hotel, New York City. For further details, write to Kenneth J. McGuire, 863 Kinsella Street, Bronx 62, N. Y.

• *WAVES*—Waves will celebrate their 15th birthday with a reunion to be held in Boston, Mass., on 26, 27 and 28 July. All present and former Waves are invited to attend. For additional information, contact the National Waves Reunion Committee 1957, 495 Summer Street, Boston 10, Mass.

• *52nd Seabees*—The 10th annual reunion is scheduled for 1, 2 and 3 August, at Hot Springs National Park, Ark. Details may be obtained from Herbert Wardlaw, Box 128, Altheimer, Ark.

• *Fifth Marine Division Association*—The eighth annual reunion will be held at the Statler Hotel, Buffalo, N. Y., on 28, 29 and 30 June. All members of the Division and attached units are invited. For additional information, write to the Fifth Marine Division Association, Headquarters, Marine Corps, Washington 25, D. C.

• *U. S. Naval Cargo Handling Battalion No. 1*—All former members who are interested in holding a reunion next September may contact George J. Clark, YNTC, USNR, Pleasant Avenue, RFD 1, Scarborough, Me.

Who's In Charge?

SIR: It is my understanding that in the absence of the Commanding Officer and Executive Officer, the assigned Command Duty Officer (or Officer of the Deck) is in full charge of the ship.

In a recent discussion, Article 1373 of *Navy Regulations* was quoted to the effect that the senior line officer, eligible for command at sea, is in charge of the ship.

However, according to Article 1008, every person on board who is subject to the orders of the Commanding Officer, except the Executive Officer and those specified in Article 1009, shall be subordinate to the Officer of the Deck.

This seems to bring Articles 1008 and 1373 into conflict. Could you provide the correct interpretation of this situation?—M. H. S., ENS, USN.

• *There's really no conflict between the two articles. The Officer of the Deck does not, by reason of being on watch, succeed to the office of Commanding Officer of the ship. Nor does the Command Duty Officer.*

It is true that both possess certain

command attributes during the period of the watch, but that is because they are the direct representatives of the Commanding Officer, whether he be the one regularly assigned or one who has temporarily succeeded to command by operation of Article 1373, "U. S. Navy Regulations, 1948."

It is the officer specified in that article who is in charge of the ship, whether or not he is on watch.—Ed.

Instructors at NROTC Colleges

SIR: I would like to be assigned instructor duty at one of the many colleges where there is a billet for a chief storekeeper. Is it possible to specify in my request "Instructor duty at a college only," or must I take my chances and accept duty at a Class "A" School if no billets are available at a college? And where can I get a list of colleges having a billet for SKC?—G. F. D., Sr., SKC, USN.

• *ALL NROTC units have an allowance for SK1/SKC and you may designate the particular unit you desire. These units are listed in the Catalog of Naval Shore Activities.*—Ed.

Well, It Was Back in The Twenties

SIR: In the Book Supplement of November 1956 issue of *ALL HANDS*, you stated: "On 12 June 1921 she (Mississippi) was engaged in firing advance practice 'B,' together with Tennessee and Idaho off San Pedro, Calif."

At that time I was one of several signalmen on watch on the signal bridge of Missy and seem to remember the date as 12 Jun 1923 and not June 1921.—D. A. G., BMC, USN (Ret).

• *When you and other readers called our attention to the passage, we checked our source and found we had lost three years in the transcription. The official ship's history states that the incident occurred 12 Jun 1924.*—Ed.

ACI School

SIR: Does the Navy have a school for the study of criminology?—M. L. H., CS3, USN.

• *No, there is no Navy school as such, but the Army conducts an eight-week course in Advanced Criminal Investigation. Navymen who meet the entrance requirements may request quotas through Chief of Naval Personnel.*—Ed.

Retired Grade

SIR: I was a Chief Warrant Officer from February 1944 until October 1946, and hold a Certificate of Satisfactory Service. At what warrant grade will I be retired upon completion of 30 years' service?—R. W. W., DTC, USN.

• Upon retirement, you will be advanced on the retired list to the highest grade and rank in which you served satisfactorily (as determined by the Secretary of the Navy), in accordance with the provisions of Title 10, United States Code, Section 6151, as amended. Effective from the date of retirement, you will be entitled to retired pay based on the rank determined. (Your record indicates that the highest rank attained by you was Chief Warrant Officer, W-2.)—Ed.

Authority to Issue Orders

SIR: Without any previous authority is it possible for a commanding officer to issue temporary additional duty orders to officers and enlisted men of his command, provided no travel or expense to the government is involved in the execution of the orders?

—C. J. K., LTJG, USN.

• It seems unusual that orders of any type would be necessary if no travel is involved.

However, a commanding officer is not authorized to issue orders of any type unless he has been granted authority by the Chief of Naval Personnel or the respective Administration Commander who has been designated as an order writing activity.

Your reference for issuance of authorization orders when there is no cost to the government is Article C-5307(1) of "BuPers Manual" and BuPers Inst. 1321.2B, paragraph 5a.—Ed.

Enlisted Precedence

SIR: Not so many years ago the Navy was quite specific as to seniority among the various rates. Men in charge of drafts, working parties, etc., were determined by who was senior in rating and rate.

Today, few sailors know who is senior to whom. Boatswain's mates lead the list, quartermasters follow — after that all is confusion. Would you please enlighten me and, I am sure, many other men of the Navy?—R. K. M., RMC, USN.

• Change #20 to the "BuPers Manual," clarified Article C-2102 in this manner:

In non-military matters, enlisted personnel take precedence among themselves according to pay grade held and the date of advancement to that pay grade. In cases of the same date of advancement, precedence is according to the rating held, as indicated in the table which is part of the "Manual's" Article C-2102(3). For personnel in pay grade E-7 (CPOA or CPO) the date of precedence is that of advancement to chief petty officer, acting appointment.

Seniority for assumption of military authority of general service enlisted rates and ratings continues to be in the order listed in Article C-2102(3). In military matters, dates of appointment have no bearing unless two of same rating and rate are involved.—Ed.

Canceling Extension of Enlistment

SIR: I have been transferred from the duty for which I officially agreed to extend my present enlistment. Since I have not yet begun to serve on my extended time, I would like to cancel the extension. What is the best way of going about this?—D. J. H., AO1, USN.

• Agreements to extend enlistments are cancelled under the provisions of



SEA HUNTER—USS Bashaw (SSK 241) converted to hunter-killer mission cuts white wake through waters topside.

Article C-1407, "BuPers Manual" which refers to extensions of enlistments. Requests for cancellation of an agreement to extend your enlistment can be granted when, through no fault of your own, you failed to receive full benefits for which the agreement was made. You should forward your request to the Chief of Naval Personnel for decision, together with a full report of the circumstances and the commanding officer's recommendation. Each request is judged on its individual merit.

Be sure to do this before your extension becomes effective. After that time it will be impossible to cancel it.—Ed.

...how to send ALL HANDS to the folks at home

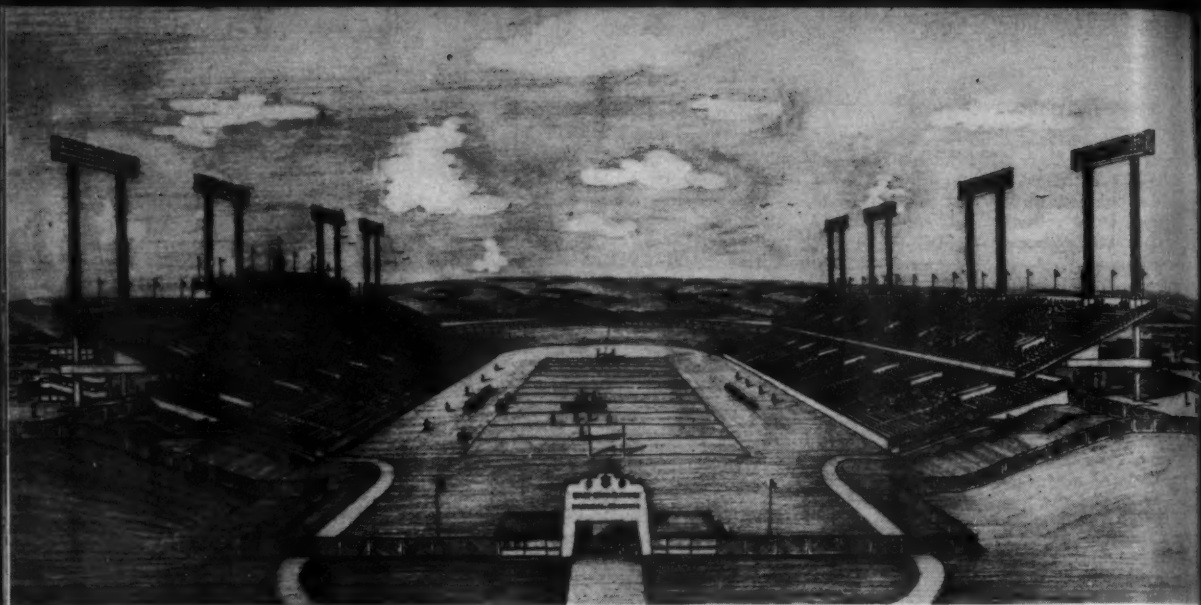
Superintendent of Documents
Government Printing Office
Washington 25, D.C.

ENCLOSED find \$2.25 for a subscription to ALL HANDS magazine, the Bureau of Naval Personnel Information Bulletin, to be mailed to the following address for one year

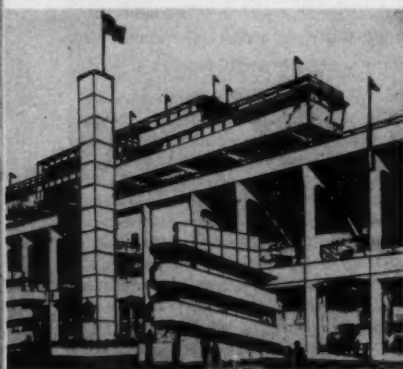
NAME.....

ADDRESS.....

(For prompt filling of orders, please mail this blank and remittance direct to the Government Printing Office. Make checks or money orders payable to the Superintendent of Documents.)



NAVY-MARINE CORPS Memorial Stadium shown in drawing will furnish the site for many Navy sports events.



ENTRANCE to Memorial Stadium is depicted in sketch. Right: Horseshoe impression marks site of new stadium. Academy can be seen at top right.



Navy-Marine Sto

"THIS STADIUM is dedicated to those who have served and will serve — upholders of the traditions and renown of the Navy and Marine Corps of the United States. May it be a perpetual reminder of the Navy and Marine Corps as organizations of men trained to work hard and to play hard; in war, defenders of our freedom; in peace, molders of our youth."

THAT'S THE INSCRIPTION to be placed above the main gate of the new 31,000-seat Navy-Marine Corps Memorial Stadium at the Naval Academy, Annapolis, Md. It will be a lasting memorial to all Navymen and Marines serving today as well as those who have served earlier. An individual plaque will be dedicated to each of the Navy's and Marine Corps' deceased Medal of Honor winners.

Although not everyone can hold the Medal of Honor, it is possible to have your name or the name of your ship or organization listed among the illustrious heroes of the Navy and Marine Corps—names such as Butch O'Hare, Cassin Young, John Cromwell, John Power and Richard O'Kane.

Here's how it will work: The stadium is being built—at an estimated cost of \$3,100,000 — by private funds, since the Navy does not consider it appropriate to request funds from Congress for this purpose. More than \$1,000,000 have been

ALL HANDS





IN ADDITION to the Naval Academy sports the Memorial Stadium will be available for use in All-Navy events.

Stadium Underway with Aid of Fleet

accumulated over the years by the Naval Academy Athletic Association toward the Memorial Stadium Fund.

The Association, which has assumed responsibility for construction of the stadium, has announced that all Navy and Marine Corps units which make a contribution will have their names engraved on a memorial tablet. Each unit or organization that contributes more than \$1000 will have its donation recorded on a separate plaque. For \$100, the name of anyone — living or deceased — who has ever served in the Navy or Marine Corps will be suitably inscribed on one of the chairs. Special memorials will be considered by a Memorial Board.

The stadium is intended for use by the entire Navy. It will be available for events without rental charges for All-Navy and interservice athletic contests and games as well as for civic organizations and secondary schools in the vicinity.

The need has been apparent for years. The present Thompson Stadium, seating 15,000, was built in 1912 and for years has been condemned, patched and repaired season by season. As may be seen by the illustration, the new field house and gymnasium and the expanding Bancroft Hall have just about squeezed Thompson Stadium out of the picture.

Present plans call for construction of a stadium seating 31,000 specta-

tors, with room for expansion to 70,000, plus parking space for some 8200 autos. It will be available for field games such as football, lacrosse, soccer, and for other field events. In the words of RADM W. R. Smedberg III, USN, it "will be the only joint Navy-Marine Corps memorial in the country, dedicated to all those who have served and are serving in the naval service today."

Contributions have already been received from past, present and future Navymen. *uss Canberra* (CAG2) has forwarded a check for \$500. Traditional adversaries and Hawaiian area champions, the SubPac All-Stars and the All-Hawaii Marines fought a tight 88-77 basketball contest (favor of SubPac) and the \$2646.90 proceeds went to the Memorial Fund.

Each day's mail in the office of CAPT E. B. Fluckey, USN, director

of the project and himself a holder of the Medal of Honor and four-time winner of the Navy Cross (he was CO of the submarine *uss Barb* during five of its war patrols in WW II), brings in notes such as these: "I am enclosing \$1.00. Must say I wish it was \$100. My regrets that I can't send more." J. P. B., CWT, USN (Ret.); "I am sending check for \$2.00 hoping it will help in building the stadium. I would send more but I am living on my retirement pay."—H. F., BMGC, USN (Ret.).

And then there was the one from a future Navyman: "Dear Sir: I am sending you \$1.00 for the new stadium. I am 11 years old and earned the money shoveling snow. I hope someday to play in the stadium."—John Will, Batavia, N. Y.

Contributions for the Academy stadium fund may be addressed to: Memorial Stadium, Annapolis, Md.

OLD THOMPSON Stadium, long outdated, is giving way to new construction.



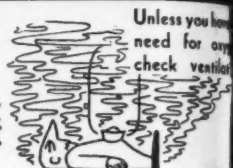


Ladders are not storehouses. Keep them uncluttered.



In closing doors gentleness is a good rule of thumb.

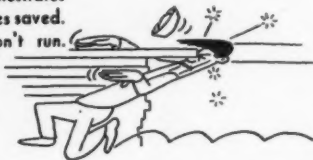
Tools do not belong in the back pocket. If you slip...



Unless you have need for oxygen, check ventilation.



He who hesitates is sometimes saved. Walk, don't run.



Handrails are provided for only one reason—to be used properly.



Like everything else there is a right way and a wrong way to lift.



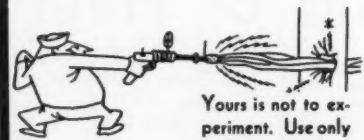
Keep your sleeves above elbows when working machines.

If a machine is running, turn it off before cleaning it.



Machines left to run alone can cause serious damage.

Wearing jewelry around machines produces deadly results.



Yours is not to experiment. Use only authorized tools.



There is a correct tool for every job. Know which for what.



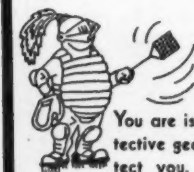
File cabinets must never be overloaded. Never.



File drawers not in use are far better closed than open.



Buff the deck thoroughly. Wax can be slippery.



You are issued protective gear to protect you. Use it.

Sharp objects can amputate fingers. Wear your gloves.



To avoid crushed toes, remember your safety shoes.



Rubber gloves are provided for acid-handlers. Use them.



Acid is in... or... won't... Prot... Keep...



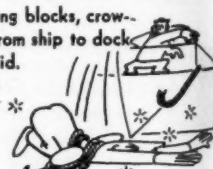
When working aloft, make certain your lifeline is secured.

Lifelines were not designed to be roosted upon. Don't.



High explosives are precisely that. Be very careful.

Throwing blocks, crowbars, from ship to dock is stupid.



Keep a hand truck below you or be ready to scurry.

No container is indestructible. Try to remember.



Overloading of hand trucks accomplishes nothing but harm.



FORK LET...

FIVE MINUTE COURSE in

Take a look at the figures shown here and see if you included to take the 5-minute course in Navy Safety, and practice is responsible for the safety of his ship and his crew. You provide a little cooperation. In the day-to-day routine of way you act will determine to a large extent how you'll There are two good rules of thumb to follow: First, make your safety, and second, practice these rules. And this slogan

ess you have
d for oxygen
ck ventilator.



Taking unauthorized swims is strictly for the dim-minded.

Be certain you have sufficient light whatever you do.



A lifeline around an open hatch is an excellent idea.

Know your own limitations so far as aid is concerned.



Immediately repair or replace defective dental gear.

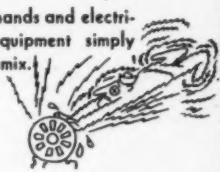


Overloading electrical outlets is a fool's game.

Hanging others is frowned upon. Watch extension cords.



Wet hands and electrical equipment simply don't mix.



Tools in less than good condition are dangerous tools.



Know your tools, e.g., a screwdriver is not a punch.



Woe unto him who does not read his safety manual.

COUR in NAVY SAFETY

and see if you are included among them. If you are, you'll want Safety, and practice it on a 24-hour basis. Sure, the CO tip and his order you can't expect that to include you unless the day-to-day routine of your job, the way you think and the extent to which you'll be in when it's time to hit the sack. Follow: First, blame your own ignorance of the basic rules of safety. And make this slogan: In the Navy, safety is no accident.



Watch not the welder, if you do not have goggles.



While welding keep sleeves and pants rolled right down.



Welding tends to heat metal. Put up warning signs.



Use, keep covered, and empty regularly containers for rags.



Cleaning the deck with inflammables just isn't done.



Sailors who smoke while painting are courting disaster.



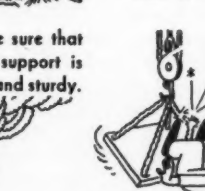
Your eyes are important. Protect them when grinding.



Someone is certain to stumble on a paint can left open.



Protective equipment is valuable. Keep it clean.



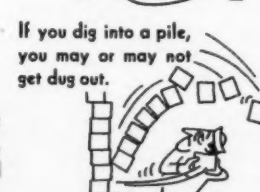
For the life you would love to keep, check all lines.



The practical joker is a dangerous enemy. Shun him.



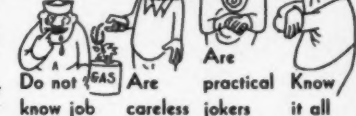
Three simple rules:
1) don't overload,
2) face forward and
3) don't use for personal transportation.



The most obvious rule of all is watch your step.



Accidents are caused by men who



Do not know job Are careless jokers Know it all

★ ★ ★ ★ TODAY'S NAVY ★ ★ ★ ★



AT EASE—USS *Fort Snelling* (LSD 30) rests anchor. The 'home port' for amphibious landing craft has her home port located at Norfolk, Virginia.

LantFleet's Good Samaritans

Sea salts as individuals aren't usually considered "salt of the earth" types—but collectively they proved during 1956 that the Navy and its men are willing Good Samaritans, and mighty handy to have around when trouble comes.

Most of this "helping hand" business was conducted without fanfare, particularly in the Pacific where the calls for aid have not been tied up with spectacular news events; much of the Atlantic Fleet's samaritanism has also been on the quiet side.

But LantFleet's "good works" during the year are pretty typical of what the Navy and Navymen have to offer people in distress—whether the trouble is a "newsmaker" like the Near East crisis, an earthquake,

water shortage, hurricane or sudden peril on the high seas.

Some examples:

- **Suez Crisis.** Atlantic Fleet ships and personnel serving with the U. S. Sixth Fleet in the Mediterranean carried out the evacuation of 2175 civilians from Israel and Egypt, including 24 members of the United Nations Truce Commission. The transport *uss Burdo* (APD 133) and destroyer *Harlan R. Dickson* (DD 708) evacuated 166 persons from the Israeli port of Haifa, while the remainder were evacuated by three ships of Sixth Fleet's amphibious detachment, attack transport *uss Chilton* (APA 38), attack cargo ship *Thuban* (AKA 19) and landing ship dock *uss Fort Snelling* (LSD 30).

Despite the hazards involved in

the evacuation, typical American humor helped ease the situation. *Chilton*, for instance, greeted its tense guests with a spread of refreshments which included a large cake emblazoned with "We knew you were coming, so we baked a cake." APA 38's crewmen were treated to the sight of a burly boatswain's mate calmly giving a baby its bottle while the mother cared for her other children. And the erstwhile crew's recreation room pulled duty as a nursery, with 17 infants ranging in age from three weeks to nine months nestled in cribs made of cartons and egg crates.

- **Bermuda "Water Lift"** was an operation undertaken during June, July and August, while Bermuda was experiencing a drastic decrease in water reserves as the result of unusually low annual rainfall. Fleet oilers *uss Truckee* (AO 147) and *Neosho* (AO 143), after cleaning their tanks, transported approximately 6,000,000 gallons of fresh water for use of the civilian populace, the Naval Station and the Air Force base.

- **Earthquake in Greece,** which destroyed or damaged about 80 per cent of the buildings on the island of Santorini, brought into action the destroyers *uss Lewis Hancock* (DD 675) and *Hawkins* (DDR 873). They landed food, medical supplies and medical officers to help the injured.

- **Iceland's Fishing Crisis.** For the second year in a row Iceland's major source of U. S. dollars, her herring industry, was plagued by killer-whales. And for the second time patrol aircraft from Iceland-based VP-7 used depth bombs to kill or frighten away the monsters which destroy nets and commercially valuable herring catches. The threat of a very short season of herring fishing and consequently heavy loss of income was thereby eliminated.

- **Hurricane Tracking,** a joint Navy, Air Force, U. S. Weather Bureau undertaking, engaged pilots and crewmen of Airborne Early Warning Squadron VW-4 in 37 flights into seven tropical storms which qualified as hurricanes. A

YESTERDAY'S NAVY



In April 1898, the Navy purchased SS *Creole* and made her over into a hospital ship, USS *Solace*, and a group of male nurses were recruited to serve as "Ship's Cook (Nurse)." In April 1945, one month before VE-Day, the Germans directed a last desperate sortie of snorkel subs against the U. S. coast. However, an American task force of destroyers and destroyer escorts met them in mid-ocean, where they battled for nearly two weeks. Guided by sound-detection devices, the U. S. task force repulsed the enemy, who lost six subs. The U. S. lost one DE.

number of "firsts" were racked up as the squadron's new WV-3 *Super Constellation* conducted the first overland tracking of hurricanes and the first rockets or "hurricane balls" were fired through the storms in a new effort to gather aerological data on the "big winds."

Aiding seafarers in distress was a common LantFleet occurrence during 1956:

- On 7 March, the destroyer *uss Vesole* (DDR 878) steamed out of Rhodes to aid a Norwegian merchant tanker which had a crewman badly burned in an engineroom explosion. Despite heavy weather, a highline rig was accomplished, and the DesRon's doctor treated the injured man aboard the tanker. Later the burned crewman was transferred to *uss Ticonderoga* (CVA 14) where complete medical facilities were available.

- Later in March the coastal minesweeper *uss Siskin* (MSCO 58) was successful in towing to safety the private schooner "Oreda." The schooner, in a sinking condition when *Siskin* took her in tow, and her "two-man" crew were safely delivered to Miami. Three days later *uss Rhea* (MSCO 52) investigated a red flare off Charleston, S. C., and wound up with the distressed private schooner "Charmain" in tow.

- From March through September underwater demolition divers from Explosive Ordnance Disposal Unit Two (part of LantFleet's Mine Force) answered eight calls from civilian communities for assistance in finding the bodies of persons believed to have drowned. The localities: Lakes and rivers throughout Georgia, Tennessee, North Carolina and South Carolina.

- In September, the destroyer *uss Strong* (DD 758) went to the aid of



SEABEES AT Adak stand by totem pole designed by K. H. Munson (left) and carved by K. H. Geier and E. J. Luehrs.

a honeymooning pair whose 38-foot ketch, "Elenita," was adrift 50 miles off Corsica. *Strong* successfully towed the ketch to Ajaccio, Corsica, for repairs.

- Early in October a dramatic sea rescue took place when the dock landing ship *uss Fort Mandan* (LSD 21) saved the Canadian motor vessel "Lady Cecil" from possible destruction off Newfoundland. *Lady "C,"* foundering in heavy seas and threatening to ground on the rugged shore

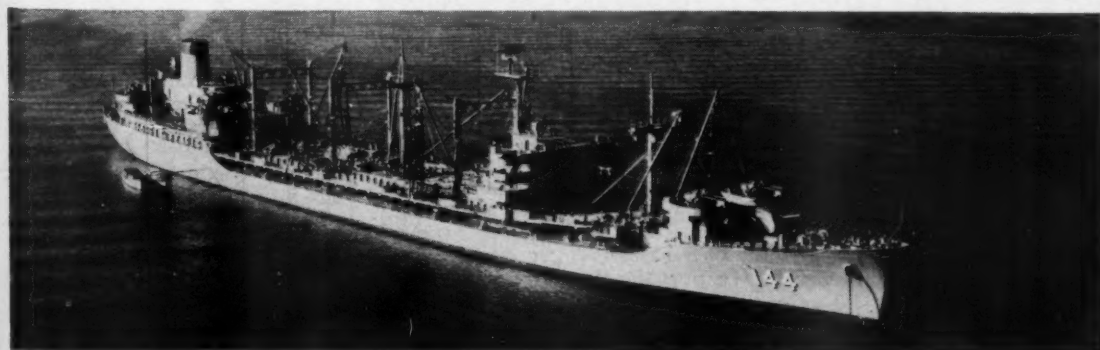
only a mile away, was finally taken in tow and brought to safety after more than two days of constant effort.

- The yacht "Virginian" was rescued by the auxiliary ocean tug *uss Accokeek* (ATA 181) in December, while the tug was operating under Commander Service Force, U. S. Atlantic Fleet. The 68-foot yacht was off the British West Indies, engines inoperative and taking on water rapidly, when *Accokeek* took over. The tug set up emergency pumps on "Virginian" and took her to a safe anchorage.

During 1956 ships and men of the Atlantic Fleet, like their shipmates ashore and in the Pacific, maintained the spirit of goodwill and brotherhood so traditionally a part of the Navy. One example was the \$7500 check presented by *uss Coral Sea* (CVA 43) to Hungarian relief (See story on page 28).

There are numerous other examples: the handicapped children entertained by destroyers at Newark and Washington; the submarine *uss Irex* (SS 482) playing host to 230 orphans and indigent children in Mediterranean ports; *uss Becuna* (SS 319) carrying donated clothing to the needy children of Europe; the destroyer *uss Charles S. Sperry* (DD 697) off-loading a statue of Commodore John Barry at Wexford, Ireland, as a gift from U. S. citizens to the Irish; LST's *uss Whitfield County* (LST 1169) and *Windham County* (LST 1170) donating 120 pints of blood to the Red Cross; and the instance on 18 March when an emergency call was put out by the Norfolk hospital for blood donors to save the life of a young girl. More than 200 officers and men from the U. S. Amphibious Base at Little Creek, Va., responded to the call.

FLEET FILLING STATION — Fleet oiler *USS Mississinewa* (AO 144) takes time out as her crew mans the rails.



TODAY'S NAVY

Aid to Hungarian Refugees

Sixth Fleet . . . Navymen as goodwill ambassadors . . . MATS and MSTs—all these are part of a bigger story, the efforts of many nations to provide food, clothing and a "passage to freedom" for Hungarians who have fled their strife-torn homeland.

Naval ships and stations and the families of Navy personnel throughout the world did their share in contributing money and clothing to help the refugees; other naval craft and Navymen played a direct part in transporting uprooted Hungarians to new homes in the United States.

Money donations, which poured into relief organizations from such varied naval sources as the Bureaus in Washington and the ships operating with the Sixth and Seventh Fleets, included at least one check which resulted from an outstanding act of "goodwill ambassadorship" performed by Navymen:

USS *Coral Sea* (CVA 43), operating with the Sixth Fleet in the Mediterranean, was busy making plans for a big Christmas party to be held in Cannes, France, where the attack carrier was to spend the holidays.



FREEDOM FLIGHT — Hungarian refugees board Navy MATS plane before flight carrying them to United States.

The enlisted recreation committee had decided to add a homelike touch to festivities by using recreation funds to present each man an individual gift costing about \$3.00. Then someone tossed a "bombshell" into the meeting—Why not use the money to answer President Eisenhower's appeal for Hungarian relief?

'Intelligence Centers' of BuSandA Coordinate Supply Needs

If men of your Supply Department have displayed somewhat more pride in their Division than is customary these past months, they have their reason.

It's because this year marks the 10th anniversary of the Navy's Integrated Supply System. Its purpose is to coordinate the plans and programs of the Fleet to make sure it gets what it needs with a minimum inventory and the lowest over-all possible cost. The system provides the organization which buys, stores and issues all material — except original equipment — needed by the Navy. The Bureau of Supplies and Accounts administers the system.

The heart of the system is the inventory control offices, or "intelligence centers," which serve as control agencies to manage Navy supply stocks. During the 10 years of its operation, the system of supply intelligence centers has expanded until today everything from aspirin pills to anchors are included in the nearly 1.3 million items controlled from these offices.

The offices, formally known as "Supply Demand Control Points," include such well-known activities as the Aviation Supply Office, Philadelphia and the Ships Parts Control Center, Mechanicsburg, Pa.

The main job of these control points is to figure out how much of what will be needed by the Fleet to meet its operational needs of the future.

Then, it is up to the commanding officer of the control office to meet these needs with the help of the technical bureaus.

The specialized nature of the various "intelligence centers" does not mean that an individual ship must search out separate supply sources for each type of material. The ship obtains material from a consolidated supply depot or center carrying all types of material.

These local supply points maintain a constant flow of information about their stocks to the various specialized inventory managers. It is from this detailed flow of stock status reports that requirements are matched with consumption.

The result of that idea—okayed in writing by every officer and man on board—was a check for \$7500, to be used in aiding the refugees.

The example of *Coral Sea* was followed throughout the Navy as all hands rallied to aid the unfortunates.

Elsewhere, Navymen assigned to the Military Air and Sea Transportation Services were busy providing the "passage to freedom" for refugees invited to seek asylum in the United States.

While MATS-assigned Naval Air Transport Squadron Six worked alongside Air Force units in a gigantic "sky lift," the "sealift" was being carried out by MSTs transports USNS *General Leroy Eltinge* (T-AP 154), USNS *General W. G. Haan* (T-AP 158) and USNS *Marine Carp* (T-AP 199).

Eltinge, first to receive passengers for the long voyage to a new home, presents a representative picture of what the Navy's seaborne refugees found when they arrived aboard ship. T-AP 154 was in a reduced operational status when she received orders to Bremerhaven to pick up refugees; a short five days later she was completely remanned, supplied and underway.

To feed her passengers during the Atlantic crossing the Navy had supplied *Eltinge* with 200 tons of food, including 5000 pounds of turkey, 15 tons of potatoes, 4800 quarts of fresh milk, and 4800 quarts of ice cream. The American Red Cross had delivered \$25,000 worth of assorted supplies—including 600 dozen diapers, 1000 pounds of candy, 200,000 cigarettes, bobby pins, playing cards, Hungarian-American dictionaries and Christmas gifts. MSTs, Atlantic Division, had stocked the ship with drums, guitars, violins, clarinets, Hungarian records, two pianos, an organ, hobby horses, 100 baby cribs and some of the latest moving pictures.

Following a two-day train ride from Austria, *Eltinge's* passenger contingent was taken aboard ship without speeches or ceremony, and immediately settled down to an American-style breakfast of ham and eggs, fresh milk, toast and cereal.

The last thing the refugees saw as USNS *Eltinge* steamed out of Bremerhaven en route to New York was a Navy patrol boat with banners bearing the Hungarian words "Isten Veletek"—God be with you.

THE BULLETIN BOARD

The Latest on Rating Changes, Advancement Requirements

If you have had any tendency to consider changes to the *Manual of Qualifications for Advancement in Rating* as primarily administrative in nature, the publication of Change 8 should clearly demonstrate how important and vital such revisions are in affecting the careers of many Navymen.

Qualifications of 10 new emergency service ratings have been developed and seven emergency service ratings have been deleted. The change will be effective for the August 1957 advancement in rating examinations.

The *Teleman* (TE) general and emergency service ratings, disestablished by BuPers Notice 1223 of 1 Aug 1956, have been given special treatment. Generally, Telemen who have been assigned to telecommunication duties will convert to *Radioman* (RM) rating and those who have been assigned to post office and mail functions will convert to the *Yeoman* (YN) rating.

The qualifications for the *Radioman* and *Yeoman* ratings have been revised to include duties from the *Teleman* rating. Conversion to the new ratings will be gradual over a period of five years commencing with the August 1957 advancement examinations and ending with February 1961 exams.

Until a Telemen converts to his new rating, he will be given a transitional designation which indicates which rating he is aiming for: *Teleman/Radioman* (TE/RM) or *Tele-*

man/Yeoman (TE/YN). Cryptoboard and RPIO duties have been removed from the *Teleman* rating. These will be assigned to individuals rather than be the responsibility of a given rating. Detailed conversion procedures will be found in BuPers Inst. 1440.20.

Here's a summary of the other changes: The *Radarman* (RD), *Sonarman* (SO), *Radioman* (RM), and *Electronics Technician* (ET) ratings have been revised to define more precisely the areas of primary responsibility for maintenance of electronic equipment.

The *Gunner's Mate* (GM) has been revised to include more supervisory and training responsibilities. The *Journalist* (JO) has been broadened to include more public information responsibility. The *Patternmaker* (PM) and *Molder* (ML) have been revised to clarify the duties of their emergency service ratings. The *Fire Control Technician* (FT) has been revised and two new emergency service ratings have been developed: The *Fire Control Technician L* (Integrated systems) (FTL) and the *Fire Control Technician E* (Electromechanical) (FTE). The *Yeoman* (YN) has been revised and a new emergency service rating of *Yeoman M* (mailman) (YNM) added. The equipment groupings of the *Trademen* (TD) have been changed and the four emergency service ratings have been combined into two: *Trademan I* (Instructor) (TDI) and *Trademan R* (Repairman) (TDR).

The old general service rating of *Boilermaker* (BR), established in 1869 and later disestablished, has been reactivated for pay grades E-6 and E-7, with scope and qualifications adapted to meet modern needs. At the same time, the two emergency service ratings of the *Boilerman* (BT) ratings have been disestablished: *Boilerman* (Shipboard Boilerman) (BTG) and *Boilerman R* (Boiler repairman) (BTR).

The following emergency service ratings have been developed and were previously announced by BuPers notice under the Selective

Emergency Service Rating Program (SESR) for pay grade E-4:

Fire Control Technician L (Integrated Systems) (FTL)

Fire Control Technician E (Electromechanical) (FTE)

Parachute Rigger S (Survivalman) (PRS)

Parachute Rigger M (Maintenance) (PRM)

Air Controlman W (Airborne CIC Operator) (ACW)

Air Controlman R (Radar) (ACR)

Air Controlman T (Tower) (ACT)

Qualifications have also been developed for the exclusive emergency service rating of *Aircraft Carburetor Mechanic* (ESA).

Seven emergency service ratings have been disestablished:

Trademan R (Repairman, Non-aviation) (TDR), *Trademan I* (Instructor, Nonaviation) (TDI), *Trademan V* (Repairman, Aviation) (TDV), and *Trademan U* (Instructor, Aviation) (TDU). (The four above have been combined into two emergency service ratings mentioned above: TDI and TDR). The remaining three are *Boilerman G* (shipboard boilerman) (BTG), *Boilerman R* (Boiler repairman) (BTR), and *Draftsman L* (Lithographic) (DML).

The qualifications contained in Change 8 are based on research conducted under the cognizance of the Chief of Naval Personnel in the implementation of approved recommendations of the Permanent Board for the Review of the Enlisted Rating Structure.



"It's silly to vent one's displeasure on inanimate objects."



"He wants to file a complaint about our last guided missile test."

Check Your Rate and Estimate Your Chances for Advancement

SPACE LIMITATION in the January issue prevented us from giving you the complete story of your prospects for advancement in the immediate future and for the purposes of long-range planning. Below, you will find a table which shows future requirements and on-board strength of senior petty officers.

Its significance seems pretty clear to us, but to avoid misunderstanding, let's look at a specific rate, Aviation Electronics Technician (AT), as an example.

You'll notice that on-board strength for ATCs, as of 30 Jun 1956, was 1313, and the requirements for 30 Jun 1957 are 2145—an increase of 832 billets. You'll also note that there were 1400 ATIs as of 30 Jun 1956, with requirements for 30 Jun 1957 at 3215—an increase of 1805—twice as many needed in fiscal '57 as in '56.



"The second line, the word BVAXCDM, is spelled wrong!"

This is one of the fields that is expanding at an explosive rate and if you are in any of the top four pay grades, you've got it made.

On the other hand, electronics is

a relatively young field and comparatively few—77 chiefs and only three POIs—will be in a position to go out on 20 by 30 Jun 1958. You will notice too, that only 117 CPOs and 15 POIs will reach 20 years before 30 Jun 1960. Obviously, retirement will have relatively little influence for ATs.

The picture is different for Boat-swain's Mates. If you look only at the immediate future, the situation is grim. However, probable retirement of BMCs will more than take care of the differences between on-board strength of 30 Jun 1956 and the 30 Jun 1957 requirements. As for BMIs, the future may not look so good at first glance, but because of promotions, retirements and attrition, there will be plenty of room for career men.

Check your own rate and estimate your chances.

SENIOR PETTY OFFICERS					STATISTICAL INFORMATION CONCERNING				
Rate	On-board strength 30 Jun 1956	End FY 1957 requirements 30 Jun 1957	Number completing 20 years' service prior to 30 Jun 1958	Number completing 20 years' service between 30 Jun 1958 and 20 Jun 1960	Rate	On-board strength 30 Jun 1956	End FY 1957 requirements 30 Jun 1957	Number completing 20 years' service prior to 30 Jun 1958	Number completing 20 years' service between 30 Jun 1958 and 20 Jun 1960
BMC	3359	2700	955	808	RM1	1958	3265	18	30
BM1	4562	3245	197	376	CTC	868	950	78	85
QMC	1739	1440	320	398	CT1	655	1290	2	5
(Combined QM/SM)					YNC	2070	2195	160	311
QM1	2121	2165	26	52	YN1	3478	3230	11	30
(Combined QM/SM)					PNC	725	790	81	94
RDC	331	800	8	20	PN1	1064	1170	3	15
RD1	939	1650	1	3	MAC	99	115	7	5
SOC	268	495	16	18	MA1	223	180	3	2
SO1	622	765	3	4	SKC	1305	1350	157	198
TMC	810	660	231	215	SK1	2061	2095	12	26
TM1	982	940	27	93	DKC	368	340	40	49
GMC	1840	1610	471	498	DK1	557	510	2	3
GM1	2675	2260	59	169	CSC	1384	1490	319	299
FTC	912	980	149	170	CS1	3306	2790	70	145
FT1	1201	1470	9	20	SHC	295	425	32	28
GSC	108	110	9	21	SH1	1409	1160	19	25
G51	109	165	1	1	JOC	64	65	14	9
MNC	98	107	11	19	JO1	78	100	0	0
MN1	186	160	0	6	PIC	19	0	0	5
ETC	1245	1320	80	87	PI1	26	0	0	0
ET1	1571	1980	6	12	LIC	47	80	5	4
IMC	48	48	12	8	LI1	115	115	0	1
IM1	81	72	0	2	DMC	26	65	4	4
OMC	92	58	20	20	DM1	82	110	0	1
OM1	72	70	1	2	MUC	168	225	30	27
TEC	423	420	40	60	MU1	300	325	20	24
TE1	862	945	3	12	MMC	2540	2670	565	617
TE rating disestablished; requirement for TE is included in YN and RM, and is shown here for comparison only.					MM1	2955	4100	58	96
RM1	1397	2140	161	209	ENC	1881	2075	479	435
RMC					EN1	3536	3015	55	121

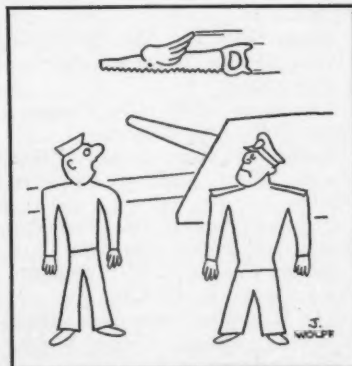
Rate	On-board strength 30 Jun 1956	End FY 1957 requirements 30 Jun 1957	Number completing 20 years' service prior to 30 Jun 1958	Number completing 20 years' service be- tween 30 Jun 1958 and 20 Jun 1960	Rate	On-board strength 30 Jun 1956	End FY 1957 requirements 30 Jun 1957	Number completing 20 years' service prior to 30 Jun 1958	Number completing 20 years' service be- tween 30 Jun 1958 and 20 Jun 1960
MRC	257	350	35	34	ATC	1313	2145	77	117
MRI	369	495	0	2	ATI	1410	3215	3	15
BTC	1419	1865	384	328	ALC	581	—	100	97
BTI	2231	2800	28	68	ALI	604	—	7	13
(BT includes new BR rating)					AOC	1200	860	197	264
EMC	1753	2055	206	239	AOI	1493	1285	19	45
EM1	2248	3080	13	42	GFC	154	102	9	20
ICC	387	545	68	58	GF1	191	152	1	1
ICI	333	890	0	8	AQC	83	245	5	11
MEC	689	700	151	202	AQ1	139	365	1	2
ME1	1267	1045	24	53	ACC	289	530	18	24
FPC	442	505	70	91	AC1	565	790	0	4
FP1	791	755	3	21	ABC	355	425	30	47
DCC	581	585	114	122	AB1	782	640	1	6
DC1	1153	875	10	21	AEC	654	990	49	78
PMC	28	23	6	6	AE1	997	1485	3	19
PM1	19	35	0	0	AMC	1507	1615	265	362
MLC	49	38	9	12	AM1	2330	2420	24	82
ML1	46	46	1	1	PRC	176	235	21	40
SVC	16	25	2	1	PR1	404	350	5	11
SV1	15	38	0	0	AGC	244	275	23	35
CEC	70	125	4	5	AG1	331	415	1	4
CE1	135	185	0	1	TDC	215	240	20	24
CDC	164	235	13	16	TD1	369	360	1	4
CD1	453	380	2	2	AKC	385	410	26	56
CMC	165	165	26	21	AK1	677	615	2	4
CM1	308	250	2	6	PHC	329	370	36	56
BUC	195	295	11	5	PH1	606	555	2	10
BU1	294	415	0	3	HMC	3599	2705	460	1026
SWC	81	90	8	7	HM1	4319	3595	15	68
SW1	156	140	1	1	DTC	351	320	28	43
UTC	90	105	9	13	DT1	543	475	0	7
UT1	125	140	0	2	SDC	794	710	118	136
ADC	5239	3435	723	1263	SD1	2184	1140	180	427
AD1	6293	5150	117	307					

Training in Deep Sea Diving Is Open to USN, USNR Officers, Three Courses Are Available

Applications are wanted for USN and USNR unrestricted line or limited duty officers (other than aviators) for assignment to a course of instruction at the Naval School, Deep Sea Diving, Naval Gun Factory, Washington 25, D. C. Three courses are offered.

Successful completion of the school will normally lead to tours of duty in ASR-type ships and in the deep sea diving program of the Navy. Classes for the 21-week Diving Officer Course convene on the first Monday of February, April, August, and October of each year. The longer 26-week Diving Officer Course and the 10-week Prospective Commanding Officers Course convene 5 weeks before the above dates.

Here's a summary of the courses: The 21-week course provides training in all phases of deep sea diving, with particular emphasis on submarine rescue operations and diving to maximum depths using helium-oxygen as a breathing me-



Look! It's a flying saw, sir!

dium. Instruction leading to qualification in the use of SCUBA equipment is also provided. Qualifications as a Salvage Officer or Diver Second Class is a prerequisite.

The 26-week course provides five weeks of training for qualification as Diver Second Class, followed by 21 weeks of instruction as described above. No previous diving training required.

The prospective commanding officers' course provides an overview of the longer Diving Officer Course and is designed primarily for prospective commanding officers of submarine rescue vessels. Applications for this course are not desired. Officers of appropriate rank who are prospective commanding or executive officers of ASR-type ships will be ordered to take this course by the Chief of Naval Personnel as the need arises.

Applications are desired from the

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officers listed above, including temporary officers, in the grades of ensign and lieutenant (junior grade), and warrant officers in the categories of boatswain and machinist. Reserve officers and temporary officers must agree in their applications to remain on active duty for one year after completion of the course.

You must meet the following requirements before you submit a request for training:

- Complete a physical examination to determine fitness for training in diving. A statement by a medical officer certifying your physical fitness for deep sea diving training must accompany each application.

- Be interviewed by a qualified diving officer to ascertain, in so far as possible, your aptitude and motivation as regards diving duty. You must be a volunteer.

- Complete recompression chamber pressure test, including oxygen tolerance test.

- Perform an indoctrination dive, in a diving suit, under the supervision of a qualified diving officer.

- You must not have reached your 31st birthday before commencement of initial diving training. Applicants with previous qualification as Salvage Officer or Diver Second Class, or officers ordered as Commanding Officer or Executive Officer of diving-type ships, must not have reached their 40th birthday before training.

- Your commanding officer's endorsement is required.

Authorization may be found in BuPers Inst. 1520.43.

This instruction gives information on the general subject of diving for officers as well as application procedures.



"Just think! . . . Each day we're getting two feet closer to the mainland!"

List of Latest Motion Pictures Available for Distribution To Ships and Overseas Bases

The latest list of 16-mm. feature movies available from the Navy Motion Picture Service, Bldg. 311, Naval Base, Brooklyn 1, N. Y., is published here for the convenience of ships and overseas bases. The title of each picture is followed by the program number.

Those in color are designated by (C) and those in wide-screen processes by (WS). Distributions began in January.

These films are leased from the movie industry and distributed free to ships and most overseas activities under the Fleet Motion Picture Plan.

The Great Locomotive Chase (694) (C) (WS): Adventure Drama; Fess Parker, Jeff Hunter.

High Society (695) (C): Musical; Bing Crosby, Grace Kelly.

A Life At Stake (696) (C): Drama; Angela Lansbury, Keith Andes.

Chain Of Evidence (697): Melodrama; Bill Elliott, Claudia Barrett.

The Eddy Duchin Story (698) (C): Drama; Tyrone Power, Kim Novak.

Storm Over The Nile (699) (C) (WS): Drama; Lawrence Harvey, Anthony Steel.

The Swan (700) (C): Comedy; Grace Kelly, Alec Guinness.

Flight To Hong Kong (701): Drama; Rory Calhoun, Dolores Donlon.

Fighting Trouble (702): Comedy; Huntz Hall, Stanley Clements.

Johnny Concho (703): Western; Frank Sinatra, Phyllis Kirk.

The Man Who Never Was (704) (C) (WS): Drama; Clifton Webb, Gloria Grahame.

The Search For Bridey Murphy

(705): Drama; Teresa Wright, Louis Hayward.

Showdown At Abilene (706) (C): Western; Jack Mahoney, Martha Hyer.

Finger Of Guilt (707): Drama; Richard Basehart, Mary Murphy.

Attack (708): Drama; Jack Palance, Eddie Albert.

Ambassador's Daughter (709) (C) (WS): Comedy; Olivia DeHavilland, John Forsythe.

Cha Cha Cha-Boom (710): Musical; Stephen Dunne, Alix Talton.

Hot Cars (711): Adventure Drama; John Bromfield, Joi Lansing.

The Mole People (712): Science-Fiction; John Agar, Cynthia Patrick.

Bhowani Junction (713) (C): Drama; Ava Gardner, Stewart Granger.

On The Threshold Of Space (714) (C) (WS): Science-Fiction; Guy Madison, Virginia Leith.

Dakota Incident (715) (C): Western; Linda Darnell, Dale Robertson.

Beyond A Reasonable Doubt (716): Drama; Dana Andrews, Joan Fontaine.

The Cruel Tower (717): Drama; John Ericson, Mari Blanchard.

Back From Eternity (718): Drama; Robert Ryan, Anita Ekberg.

The Power And The Prize (719): Drama; Robert Taylor, Elizabeth Mueller.

The White Squaw (720): Western; David Brian, May Wynn.

Tension At Table Rock (721) (C): Western; Richard Egan, Dorothy Malone.

A Strange Adventure (722): Drama; Joan Evans, Ben Cooper.

The Unguarded Moment (723) (C): Drama; Esther Williams, George Nader.

D-day The 6th of June (724) (C) (WS): Drama; Robert Taylor, Richard Todd.



"Now don't be a reluctant dragon."



"Poor form."

Rock Pretty Baby (725): Drama; John Saxon, Sal Mineo.

Death Of A Scoundrel (726): Drama; George Saunders, Yvonne DeCarlo.

Huk (727) (C): Drama; George Montgomery, Mona Freeman.

The Solid Gold Cadillac (728): Comedy; Judy Holliday, Paul Douglas.

The Revolt Of Mamie Stover (729) (C) (WS): Drama; Jane Russell, Richard Egan.

You Can't Run Away From It (730) (C) (WS): Drama; June Allyson, Jack Lemmon.

Reprisal (731) (C): Adventure Drama; Guy Madison, Felicia Farr.

Hold That Hypnotist (732): Comedy; Huntz Hall, Stanley Clements.

Port Afrique (733) (C): Drama; Pier Angeli, Phil Carey.

Hot Shots (734): Comedy; Huntz Hall, Stanley Clements.

The Boss (735): Drama; John Payne, William Bishop.

Man From Del Rio (736): Drama; Anthony Quinn, Katy Jurado.

Gun The Man Down (737): Drama; James Arness, Angie Dickinson.

The Great Man (738): Drama; Jose Ferrer, Jeanne Gilbert.

The Man In The Grey Flannel Suit (739) (C) (WS): Drama; Gregory Peck, Jennifer Jones.

Stagecoach To Fury (740) (WS): Western; Forest Tucker, Mari Blanchard.

DIRECTIVES IN BRIEF

This listing is intended to serve only for general information and as an index of current Alnavs and NavActs as well as current BuPers Instructions, BuPers Notices, and Sec-Nav Instructions that apply to most ships and stations. Many instructions and notices are not of general interest and hence will not be carried in this section. Since BuPers Notices are arranged according to their group number and have no consecutive number within the group, their date of issue is included also for identification purposes. Personnel interested in specific directives should consult Alnavs, NavActs, Instructions and Notices for complete details before taking action.

Alnavs apply to all Navy and Marine Corps commands; NavActs apply to all Navy commands; BuPers Instructions and Notices apply to all ships and stations.

Alnavs

No. 6—Announced the convening of the annual TAR Review Board to recommend: 1.) Transfer from the TAR program of certain officers and;

2.) Selection of officers considered qualified for transfer to the TAR program for whom vacancies exist.

Instructions

1120-3E—Outlines the requirements and method of application for appointment of Naval Reserve medical and dental officers in the Medical Corps or Dental Corps, USN.

1611.10 — Provides information concerning assignment to duty with Joint, Combined, Allied and Office of Secretary of Defense Staffs, and sets forth implementing procedures relative to fitness reports and Flag selection board recommendations.

1540.2C — Contains information regarding the assignment of enlisted personnel to initial submarine training and duty and the return of personnel qualified in submarines to the submarine service.

Notices

No. 1440 (6 February)—Established procedures for effecting those changes in rating of personnel required in implementing changes in the Enlisted Rating Structure affecting personnel in the Boilerman (BT) rating who are on active duty.

No. 1534 (6 February) — Provided information to naval enlisted personnel who may be nominated to the U. S. Merchant Marine Academy by members of Congress, and as to the disposition of personnel who qualify and are accepted for appointment.

No. 1700 (8 February) — Announced the Fourth All-Navy Talent Contest and provided details concerning the competition.

No. 1710 (8 February)—Established procedures for the conduct of District, Fleet and U. S. Navy Rifle and Pistol Championships for 1957.

No. 1750 (11 February) — Announced Change No. 1 to BuPers Inst. 1750.1B, which is concerned with the Uniformed Services Contingency Act of 1953.

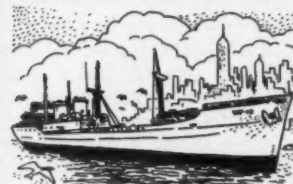
No. 1320 (12 February) — Announced Change No. 1 to BuPers Inst. 1320.4B, which is concerned with the assembly and training of crews for new construction or conversion ships other than submarines.

No. 1418 (12 February) — Provided information concerning the administration of Signalman and Quartermaster performance tests before receipt of new QM and SM performance test booklets.

Although known only by a symbol and number among the Navy's many service craft, YFP 10 has a claim to fame which cannot be equalled by any ship afloat.

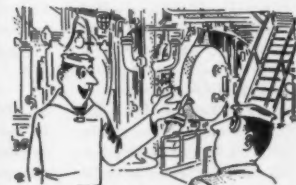
Not only is YFP 10 the Navy's newest floating power plant, but she's the world's largest. Her turbo-electric generating plant is capable of delivering 34,000 KW at 13,800 V, enough to supply the electric service needs of all but the largest port cities, industrial plants and Navy Yards.

Officially designated as a floating power barge, YFP 10 is the former



5032-ton freighter *Coastal Racer* which was obtained by the Bureau of Yards and Docks from the National Shipping Authority of the Maritime Administration. What were once the No. 1 and 2 cargo holds are now being used for fuel oil storage, switch gear and compartments for three 11,500 KW turbines and direct-connected generators. A third hold houses three top-fired boilers—among the first of this type ever designed. They are equipped with economizers and steam air heaters. Boiler make-up is produced by evaporators with a capacity of 20,000 gallons daily.

When the 38-foot barge is in operation, a crew of 35 or 40 can live



aboard in rehabilitated crew's quarters and galley, made out of the former after refrigerated cargo hold.

The Navy has two of these floating power barges. YFP 10 is currently leased to a civilian power producing plant in Florida. YFP 1 is loaned to the Army and operating in the Far East. (Other YFPs are in the process of redesignation, since they are designed only to service ships while in port.)

These YFPs stand ready to deliver emergency power wherever and whenever required.

Here's Latest Roundup for Navymen on State Tax Regulations

TAX TIME IS HERE AGAIN and your problems are our problems. In regard to your federal income tax we suggest you refer to the pamphlet published and distributed by the Bureau of Supplies and Accounts. This pamphlet is designed primarily for the use of Navymen on active duty and describes their rights and liabilities under federal income tax laws.

However, certain states, territories and possessions of the United States also have their own income tax laws under which you may have liabilities, in addition to the federal income tax. Below, you will find a summary of the requirements of the local income tax laws, as prepared by BuSandA.

You should note that, unless your State makes a special exception, members of the armed forces are not excused from state and local income taxes merely because they are on active duty.

Generally speaking, if you are a legal resident or domiciled in a state on the last day of a taxable year, you are liable to the income tax laws of that state, even though you did not actually live there during the entire year. Furthermore, you are usually liable for income taxes to the state

in which you live or earn your income, as well as the state in which you are a legal resident. However, Section 514 of the Soldiers' and Sailors' Civil Relief Act of 1940, as amended, provides that a member of the armed forces who is a legal resident of one state but lives in another state only because of his military orders, is not liable to the state in which he is living for income taxes on his service pay. This does NOT apply to retired or retainer pay, or the separate income of any member of your family, or any of your income derived from other sources.

Let's say, for example, that your legal residence is Ohio, but you received orders to Washington, D. C. and have moved to Arlington, Virginia, with your family. You have no income other than your service pay. Since Ohio has no income tax laws, you are not required to file a return to the state of Ohio and, under the Soldiers' and Sailors' Civil Relief Act, you are not liable for filing a Virginia return. You have no problems—state income tax problems, that is.

Let's assume, however, that your pal came from Vermont and is on active duty in California. He pays income taxes in Vermont. He buys

a house in California, not for the purpose of changing his legal residence, but only for a place to live while on duty in California. He intends to return to Vermont after his tour of active duty. He will be required to continue to file his state return to Vermont and under Section 514, California will not be able to impose an income tax on his service pay, even though he owns real estate in that state. However, if he is transferred from California and decides to rent his house as investment property, he would be liable to file a California return to report the rental income. If he decides to change his legal residence to California he will, then, of course, be subject to California state income tax laws.

Below, you will find a table which shows features of the income tax laws of the state, territorial and insular possessions of the United States. It primarily indicates the income requirements for the filing of returns by residents of states having income tax laws, the personal exemptions allowed, due dates for filing returns and paying taxes, the state office from which further details may be obtained, and special provisions applicable to service personnel.

SUMMARY OF INCOME-TAX LAWS OF STATES, TERRITORIES, AND POSSESSIONS

NOTE: 1. "Married couple" or "married" as used in this summary means husband and wife living together.

2. A married service man or woman is considered to be living with his or her spouse when separated only by reason of military orders.

Amount of income which requires residents to file returns	Personal exemptions	Due date for return and payments	Title and address of taxing authority	Special provisions applicable to armed services personnel
ALABAMA:				
Net income of: \$1,500 or more if single; \$3,000 if married or head of family. Declaration of estimated tax required if net income other than wages exceeds \$1,500 for an individual and \$3,000 for married couples.	\$1,500 if single; \$3,000 if married or head of family; \$300 for each dependent.	Return due 15 April. Payment with return or in installments. Declaration due 15 April. Payment of estimated tax with declaration or in installments.	State Department of Revenue, Income Tax Division, Montgomery 2, Alabama	None. Members of Armed Forces outside continental United States may defer filing until 30 days after return to United States.
ALASKA:				
Over \$600 income from source within the Territory.	\$600 for taxpayer; \$600 for spouse; \$600 for each dependent. \$600 additional for taxpayer and spouse for blindness and being 65 or over.	Return due 15 April. Payment with return.	Department of Taxation, Territory of Alaska, Alaska Office Building, Juneau, Alaska.	All active-service pay is exempt beginning 1 Jan. 1951. Members of Armed Forces may defer paying until 6 months after discharge if ability to pay is impaired by reason of military or naval service.

Amount of income which requires residents to file returns	Personal exemptions	Due date for return and payments	Title and address of taxing authority	Special provisions applicable to armed services personnel
ARIZONA:				
Net income of: \$1,000 or more if single; \$2,000 or more if married; \$5,000 or more gross income.	\$1,000 if single; \$2,000 if married or head of household; \$600 for each dependent. \$500 additional for taxpayer and spouse for blindness.	Return due 15 April. Payment with return or in installments.	Arizona State Tax Commission, Income Tax Division, Phoenix, Arizona.	\$1,000 active service pay is exempt. Members of Armed Forces outside Continental United States may defer filing returns and payment of tax, without interest penalty, until 180 days after release or termination of present emergency, whichever is earlier.
ARKANSAS:				
Gross income of: \$2,500 or more if single or separated from spouse; \$3,500 or more if married.	\$2,500 if single; \$3,500 if married or head of family; \$600 for each dependent.	Return due 15 May. Payment with return or in installments.	State of Arkansas, Department of Revenue, Little Rock, Arkansas.	All active-service pay is excluded from gross income.
CALIFORNIA:				
Net income of: \$2,000 or more if single or head of household; \$3,500 or more if married. Gross income of \$5,000 or more.	\$2,000 if single; \$3,500 if married or head of household; \$400 for each dependent. \$500 additional for taxpayer and spouse for blindness.	Return due 15 April. Payment with return or in installments.	State of California, Franchise Tax Board, 1020 N Street, Sacramento 14, Calif.	\$1,000 active-service pay received after 30 Jun 1952, is exempt. Members of Armed Forces outside continental United States on or after 8 Apr 1953 granted automatic extension for filing returns and payment of tax, without penalty or interest, until 180 days after return to United States, or 6 Jun 1955, whichever is later, if released after 8 Dec 1954.
COLORADO:				
Gross income of \$600 or more.	\$600 for taxpayer; \$600 for spouse on joint return. \$600 for each dependent. \$600 additional for taxpayer and spouse for blindness and being 65 or over.	Return due 15 April. Payment with return or in installments.	State of Colorado, Department of Revenue, State Capitol Annex, Denver 2, Colorado.	\$2,000 of active or reserve service pay is excluded from gross income during a time of war or national emergency; \$1,000 may be excluded during any year that the United States is not in a state of war or national emergency. (The \$2,000 exclusion will apply to 1956.) Members of Armed Forces may defer filing returns and payment of tax without penalty or interest until one year after separation.
CONNECTICUT: None.				
DELAWARE:				
Gross income of: \$600 or more if single or separated from spouse; \$1,200 combined gross income of married couple.	\$600 for taxpayer; \$600 for spouse; \$600 for each dependent; \$600 additional for taxpayer and spouse for blindness and being 65 or over.	Return due 30 April. Payment with return or in installments.	State of Delaware, State Tax Department, 843 King Street, Wilmington 99, Delaware.	None. Members of Armed Forces may, upon written application be granted deferment for filing and paying until 6 months after discharge.

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Amount of income which requires residents to file returns	Personal exemptions	Due date for return and payments	Title and address of taxing authority	Special provisions applicable to armed services personnel
DISTRICT OF COLUMBIA: Gross income of: More than \$1,000 if single, or separated from spouse; more than \$2,000 of combined income of married couple or gross receipts of more than \$5,000. Declaration of estimated tax required if gross income from wages subject to D. C. withholding plus \$1,000 or less from other sources exceeds personal exemptions plus \$5,000; or if gross income includes more than \$1,000 not subject to D. C. withholding and exceeds personal exemptions plus \$500.	\$1,000 if single or separated from spouse; \$2,000 if married or head of family; \$500 for each dependent.	Return due 15 April. Payment with return. Declaration due 15 April. Payment of estimated tax due with declaration or in installments.	District of Columbia, Income and Franchise Tax Division, Room 2033, Municipal Center, 300 Indiana Ave., N.W. Washington 1, D. C.	None. Deferment for filing returns or paying taxes granted members of Armed Forces outside the United States until 6 months after return.
FLORIDA: None.				
GEORGIA: Gross income of: \$1,500 or more if single or separated from spouse; \$3,000 combined gross income of married couple.	\$1,500 if single; \$3,000 if married or head of family; \$600 for each dependent. \$600 additional for taxpayer and spouse for blindness and being 65 or over.	Return due 15 April. Payment with return or in installments.	Department of Revenue, Income Tax Unit, 502 State Office Building, Atlanta 3, Georgia.	\$1,500 active-service pay is excluded from gross income from 1 January 1950 until termination of the Korean conflict. (This exclusion will apply for 1956.) Deferment for filing returns or paying taxes granted members of the Armed Forces outside continental United States until the 15th day of the fourth month after return to the United States.
GUAM: Gross income of: \$600 or more.	\$600 for taxpayer; \$600 for spouse; \$600 for each dependent. \$600 additional for taxpayer and spouse for blindness and being 65 or over.	Return due 15 April. Payment due with return.	Division of Revenue and Taxation, Commissioner's Office, Department of Finance, Government of Guam, P.O. Box 1086, Agana, Guam.	Income of members of Armed Forces subject to same computations as for Federal returns.
HAWAII: Any amount from rents or a profession. Other income from within or without the Territory — \$1,100 if single, \$2,200 if married, or gross income from compensation and/or dividends taxable under Compensation or Dividends Tax Law, with exception of \$50 or less interest, etc., \$2,850 if single, \$5,900 if married.	\$1,000 if single; \$2,000 if married or head of family; \$200 for each dependent. \$5,000 exemption in lieu of normal exemption for taxpayer if blind.	Net income tax; Return due 20 April. Payment with return or in installments. Compensation and dividends tax: Return and payment due on or before 20th day of each month.	Bureau of Income and Miscellaneous Taxes, Territory of Hawaii, Department of the Tax Commissioner, P.O. Box 259, Honolulu 9, Hawaii.	Compensation received from the United States for service in the Armed Forces is excluded from gross income. Members of Armed Forces may defer paying not later 6 months after discharge if ability to pay is impaired by reason of such service.

Amount of income which requires residents to file returns	Personal exemptions	Due date for return and payments	Title and address of taxing authority	Special provisions applicable to armed services personnel
IDAHO:				
Net income of: \$700 if single or separated from spouse; \$1,500 combined income of married couple. Gross income of \$5,000, regardless of net income.	\$700 if single; \$1,500 if married; \$200 for each dependent. \$5 credit from tax for each dependent in addition to exemption.	Return due 15 April. Payment with return or in installments.	State of Idaho, Office of Tax Collector, Income Tax Division, P.O. Box 1399, Boise, Idaho.	Idaho servicemen exempt if serving outside the State. Members of Armed Forces outside continental limits of United States may defer filing returns and paying taxes until 6 months after discharge.
ILLINOIS: None.				
INDIANA:				
Gross income over \$1,000. Joint returns not permitted.	\$1,000 for each taxpayer.	Quarterly returns (required when tax for any quarter exceeds \$25) due by 30 April, 31 July, and 31 October. Annual return due 31 January. Payment with return.	Indiana Department of State Revenue, Gross Income Tax Division, 141 South Meridian Street, Indianapolis 13, Indiana.	All active-service pay is exempt. Members of Armed Services may defer filing returns and paying tax until 6 months after discharge.
IOWA:				
Net income of: \$1,125 or over if single; \$1,750 or over if married.	Credit from tax: \$12 if single; \$24 if married or head of family; \$12 for each dependent.	Return due 30 April. Payment due with return or in installments.	State Tax Commission, Income Tax Division, State Office Building, Des Moines 19, Iowa.	None.
KANSAS:				
Net income of: \$600 or more if single or separated from spouse; \$1,200 or more if married. Gross income of: \$4,000 or more.	\$600 for taxpayer; \$600 for spouse; \$600 for each dependent. \$600 additional for taxpayer and spouse for blindness and being 65 or over.	Return due 15 April. Payment with return or in installments.	State Commission of Revenue and Taxation, Income Tax Division, Statehouse, Topeka, Kansas.	\$1,500 active-service pay excluded from gross income until the termination of the present world crisis as determined by the Executive Council of the State. Deferment granted members of Armed Forces for filing returns and paying taxes until 1 year after discharge or 1 year after termination of present world crisis, whichever is earlier.
KENTUCKY:				
Gross income of: \$600 or more; \$1,200 if individual is 65 years of age. Declaration of estimated tax required if gross income will be \$600 or more, and if gross income from sources other than wages will be \$100 or more.	Credit from tax: \$12 for taxpayer; \$12 for spouse; \$12 for each dependent. \$12 additional for taxpayer and spouse 65 or over, or blind.	Return due 15 April. Payment with return. Declaration due 15 April. Payment of estimated tax with declaration or in installments.	Commonwealth of Kentucky, Department of Revenue, Frankfort, Kentucky.	None. Members of the Armed Forces may defer filing returns and paying taxes until 12 months after termination of the national emergency, or termination of military service, whichever is earlier.
LOUISIANA:				
Net income of: \$2,500 or more if single or separated from spouse; \$5,000 or more if married. Gross income of: \$6,000 or more.	\$2,500 if single; \$5,000 if married or head of family; \$400 for each dependent.	Return due 15 May. Payment with return or in installments.	State of Louisiana, Department of Revenue, Baton Rouge 1, Louisiana.	None. Members of Armed Forces on sea or foreign service duty, and prisoners of war, on due date of return have deferment until 15th day of 5th month following return to continental United States.
MAINE: None.				

THE BULLETIN BOARD

Amount of income which requires residents to file returns	Personal exemptions	Due date for return and payments	Title and address of taxing authority	Special provisions applicable to armed services personnel
MARYLAND:				
Gross income in excess of: \$800 if single; \$1,600 if married or head of family. Declaration of estimated tax required if income will be \$500 or more not subject to withholding, and total gross income will be \$1,500 or more if single and \$2,500 or more if married.	\$800 if single; \$1,600 if married; \$800 for each dependent. \$800 additional for taxpayer and spouse if over 65 or blind, and for dependents over 65.	Return due 15 April. Payment with return. Declaration due 15 April. Payments of estimated tax with declaration or in installments.	State of Maryland, Comptroller of the Treasury, Income Tax Division, Annapolis, Maryland.	\$1,500 of active-service pay excluded from gross income beginning calendar year 1951. Members of Armed Forces outside continental United States may defer filing until 3 months after return.
MASSACHUSETTS:				
Earned income of \$2,000 or more; other taxable income in any amount.	\$2,000 for taxpayer against earned income; \$500 for spouse; \$400 for each dependent. \$2,000 additional for blindness.	Return due 15 April. Payment with return.	The Commonwealth of Massachusetts, Department of Corporations and Taxation, Income Tax Division, 40 Court Street, Boston, Massachusetts.	None.
MICHIGAN: None.				
MINNESOTA:				
Gross income in excess of: \$1,000 if single; \$2,000 if married or head of household, or if combined income of married couple exceeds \$2,000.	Credit from tax: \$10 if single; \$30 if married or head of household; \$10 for each dependent. Additional credits for taxpayers for blindness and being 65 or over.	Return due 15 April. Payment with return or in installments.	State of Minnesota, Department of Taxation, Income Tax Division, 6th Street at Jackson, St. Paul 1, Minnesota.	\$3,000 active-service pay excluded from gross income. Members of Armed Forces outside continental United States continuously for more than 90 days granted extension of time until 6 months after return.
MISSISSIPPI:				
Net income in excess of personal exemptions. Gross income over \$6,000.	\$4,000 if single; \$6,000 if married. No personal exemption for dependents.	Return due 15 April. Payment with return or in installments.	State Tax Commission, Income Tax Division, Jackson, Mississippi.	None.
MISSOURI:				
Gross income of: \$1,200 or more if single; \$2,400 or more if married or head of family.	\$1,200 if single; \$2,400 if married or head of family; \$400 for each dependent.	Return due 15 April. Payment with return.	State of Missouri, Department of Revenue, Division of Tax Collection (Income Tax), P. O. Box 629, Jefferson City, Missouri.	\$3,000 active-service pay exempt beginning with calendar year 1951.
MONTANA:				
Net income of: \$1,000 or over if single; \$2,000 or more if married or head of family. Declaration of estimated tax required where income not subject to withholding can be expected to equal or exceed income subject to withholding.	\$1,000 if single; \$2,000 if married or head of family; \$300 for each dependent.	Return due 15 April. Payment with return or in installments. Declaration due 15 April. Payment of estimated tax with declaration or in installments.	State of Montana, Board of Equalization, State Capitol Building, Helena, Montana.	None. Members of Armed Forces may defer filing returns and paying taxes until 6 months after discharge in cases of undue hardship caused by military service.
NEBRASKA: None.				
NEVADA: None.				

Amount of income which requires residents to file returns	Personal exemptions	Due date for return and payments	Title and address of taxing authority	Special provisions applicable to armed services personnel
NEW HAMPSHIRE:				
Any amount of taxable income from interest or dividends. Joint returns not permitted.	\$600 for each taxpayer.	Return due 1 May. Payment with return.	State Tax Commission, Division of Interest and Dividends, Concord, New Hampshire.	None.
NEW JERSEY: None.				
NEW MEXICO:				
Gross income of: \$1,500 or more if single; \$2,500 or more if married.	\$1,500 if single; \$2,500 if married; \$200 for each dependent.	Return due 15 April. Payment with return or in installments.	State of New Mexico, Income Tax Division, Bureau of Revenue, P. O. Box 451, Santa Fe, New Mexico.	None.
NEW YORK:				
Combined net income and capital gain of: \$1,000 or more if single or separated from spouse; \$2,500 or more if married or head of family. (Note: Net income is computed without deduction of capital losses.) Combined gross income and capital gain of \$5,000 or more.	\$1,000 if single; \$2,500 if married or head of family; \$400 for each dependent. \$400 additional for taxpayer and spouse for blindness and being 65 or over (reduced by gross income over \$6,000).	Return due 15 April. Payment with return or in installments.	State of New York, Department of Taxation and Finance, Income Tax Bureau, Albany 1, New York.	None.
NORTH CAROLINA:				
Net income of: More than \$1,000 if single or separated from spouse or if married woman with separate income; \$2,000 if a married man living with wife, or head of a household, or if a widow or widower having minor child. Gross income of more than \$5,000 from a business or profession. Joint return not permitted unless the income is from jointly owned property.	\$1,000 if single or a married woman having separate income; \$2,000 if married man living with his wife, or head of a household; \$2,000 if widow or widower with minor child; \$300 for each dependent. \$1,000 additional if blind.	Return due on or before 15 April. Payment due with return or in installments.	State of North Carolina, Department of Revenue, Individual Income Tax Division, Raleigh, North Carolina.	None.
NORTH DAKOTA:				
Net income of: \$600 or more if single or separated from spouse; \$1,500 or more if married or head of household. Gross income of: \$5,000 or more.	\$600 if single; \$1,500 if married or head of household; \$600 for each dependent. \$600 additional for taxpayer and spouse 65 or over.	Return due 15 April. Payment with return or in installments.	State of North Dakota, Office of Tax Commissioner, State Capitol Building, Bismarck, North Dakota.	All active-service pay is exempt. Deferment granted to members of armed forces until the 15th day of 6th month following discharge.
OHIO: No personal income tax, but residents of some Ohio cities and municipalities may be liable for income taxes.				
OKLAHOMA:				
Gross income of: \$1,000 or more if single; \$2,000 or more if married.	\$1,000 if single; \$2,000 if married or head of family; \$500 for each dependent.	Return due 15 April. Payment with return or in installments.	Oklahoma Tax Commission, Income Tax Division, State of Oklahoma, Oklahoma City 5, Oklahoma.	\$1,500 of active-service pay excluded from gross income.

THE BULLETIN BOARD

Amount of income which requires residents to file returns	Personal exemptions	Due date for return and payments	Title and address of taxing authority	Special provisions applicable to armed services personnel
OREGON:				
Net income in excess of personal exemptions. Gross income of: \$4,000 or more.	\$500 if single, or separated from spouse; \$1,000 if married or head of family; \$500 for each dependent. \$500 additional for taxpayer or spouse if blind. \$6 credit from tax for each taxpayer 65 or over. Additional "Hardship" exemption on incomes under \$1,000 if single, and \$1,500 if married.	Return due 15 April. Payment with return or in installments.	State Tax Commission, Income Tax Division, 100 State Office Building, Salem, Oregon; or State Tax Commission, 1400 S.W. 5th Avenue, Portland, Oregon.	\$3,000 active-service pay is excluded from gross income. Members of Armed Forces have extension of time for filing returns and paying taxes by disregarding period of active duty outside the United States, subject to minimum of 90 days.
PENNSYLVANIA: No personal income tax, but residents of some Pennsylvania cities and municipalities may be liable for local income taxes.				
PUERTO RICO				
Net income of: \$800 or over if single or separated from spouse; or if head of family; \$2,000 or over if married. Gross income of: \$5,000 or more.	\$800 if single or separated from spouse; \$2,000 if married or head of family; \$400 for each dependent.	Return due 15 April. Payment with return or in installments.	Commonwealth of Puerto Rico, Department of the Treasury, Bureau of Income Tax, San Juan (Santurce), P. O. Box 3517, Santurce, Puerto Rico.	None generally, however a special \$500 deduction is allowed to veterans. Members of Armed Forces outside Puerto Rico may defer filing and paying.
RHODE ISLAND: None.				
SOUTH CAROLINA:				
Net income of: \$1,000 or more if single or separated from spouse; \$1,800 or more net aggregate income of married couple.	\$1,000 if single; \$2,000 if married or head of a household; \$400 for each dependent.	Return due 15 April. Payment with return or in installments.	South Carolina Tax Commission, Income Tax Division, Drawer 420, Columbia 1, South Carolina.	Income of members of Armed Forces subject to same computations as for Federal returns.
SOUTH DAKOTA: None.				
TENNESSEE:				
Income of \$25 or more from dividends and interest.	None.	Return due 15 April. Payment with return.	State of Tennessee, Department of Finance and Taxation, Income Tax Division, Nashville, Tennessee.	None.
TEXAS: None.				
UTAH:				
Gross income of: \$600 or more if single or separated from spouse; \$1,200 or more if married.	\$600 if single; \$1,200 if married; \$600 for each dependent; \$600 additional for taxpayer and spouse for blindness.	Return due 15 April. Payment with return.	State Tax Commission, 118 State Capitol, Salt Lake City, Utah.	None.
VERMONT:				
Gross income of: \$500 or more. Declaration of estimated tax required on income not subject to withholding.	\$500 for taxpayer; \$500 for spouse; \$500 for each dependent. \$500 additional for taxpayer and spouse for blindness and being 65 or over.	Short form return due 15 March. Long form return due 15 April. Payment with return. Declaration due 15 April. Payment of estimated tax with declaration, or in installments.	Commissioner of Taxes, Montpelier, Vermont.	Income of members of Armed Forces subject to same computations as for Federal returns. Members of the Armed Forces may defer filing returns and paying taxes no later than 6 months from date of discharge.

Amount of income which requires residents to file returns	Personal exemptions	Date due for return and payments	Title and address of taxing authority	Special provisions applicable to armed services personnel
VIRGINIA:				
Gross income of: \$1,000 or more.	\$1,000 for taxpayer; \$1,000 for spouse; \$200 for each dependent. \$600 additional for taxpayer and spouse for blindness and being 65 or over. \$800 additional for dependent mother, father, son, daughter, brother, or sister of unmarried taxpayer.	Return due 1 May. Payment with return or in installments.	Commissioner of Revenue, of the county of which taxpayer is a resident; or Commonwealth of Virginia, Department of Taxation, Richmond 15, Virginia.	None.
WASHINGTON: None.				
WEST VIRGINIA: None.				
WISCONSIN:				
Net income of: \$1,400 combined net income of married couple. Gross income of: \$600 or more.	Credit from tax: \$7 if single; \$14 if married or head of family; \$7 for each dependent.	Return due 15 April. Payment with return or in installments.	State of Wisconsin, Department of Taxation, Room 1000, State Office Building, Madison 2, Wisconsin; or Assessor of Income for county in which taxpayer resides.	\$1,500 active-service pay is excluded through 1956. Extension of time for filing returns and paying taxes is granted to members of the Armed Forces outside the United States on the date their taxable year ends or the date returns are due, until 6 months after discharge, but in no case after 15 Jun 1957.
WYOMING: None.				

Four New Enlisted Correspondence Courses

Four new Enlisted Correspondence Courses have been made available and four earlier courses have been discontinued.

Enlisted Correspondence Courses will be administered (with certain exceptions) by your local command instead of by the Correspondence Course Center.

If you are on active duty, your division officer will advise you whether or not the course for which you have applied is suitable to your rate and to the training program you

are following in your Navy career.

Personnel on inactive duty will have their courses administered by the Correspondence Course Center, just as in the past, using Form NavPers 580.

The new or revised courses are:

Torpedoman's Mate 2, Vol. 1 . . . 91302-1
Construction Electrician's Mate 2 . . . 91569-1
Driver 1 91575-1
Fire Control Technician 3 91339

Courses which have been discontinued are:

Course	NavPers No.
Aircraft Electrical Systems	91607
Aircraft Munitions	91637
Torpedoman's Mate (E) 3	91301
Torpedoman's Mate (E) 2	91303

Two New Correspondence Courses Ready for Officers

Two new officer correspondence courses are now available at the Naval Correspondence Course Center.

Naval Sonar (NavPers 10928) is a six-assignment course evaluated at 12 points credit for purposes of Naval Reserve promotion and retirement.

Administration of Officers' Messes (NavPers 10970-A) is a five-assign-

ment course evaluated at 10 points credit. This course replaces an earlier one of the same title, NavPers 10970.

Personnel who completed the earlier course will receive additional credit for NavPers 10970-A if they are otherwise eligible to receive credit in this subject.

Application for enrollment should be made on form NavPers 992 (Rev 10/54 or Rev 2/56), forwarded via official channels to the Naval Correspondence Course Center, Building RF, U. S. Naval Base, Brooklyn 1, New York.



"What'll the goals be?"



"Should reclassify him . . . possibly Airman!"

BOOKS:

GOOD NON-FICTION TITLES IN MONTH'S SELECTIONS

YOU'LL FIND NO fiction selected for review this month, but no matter what your tastes you'll find plenty of exciting and interesting reading. You will, of course, be able to select from a wide range of fiction in your ship or station library at any time but this month you'll also find outstanding books on such subjects as the FBI, the war in Korea, the possibilities of flying to the moon, the capabilities of man, meeting the demands of the technological age, and of its leading exponent — ERMA (Electronic Recording Machine — Accounting).

David Woodbury says *Let Erma Do It* and tells why. His highly readable survey of the industrial roles of automation tells of machines that are able not only to perform useful functions, but also to regulate, adapt and reconstitute their own operations as the need arises. Almost every Navyman is concerned in one way or another with automation and many may find the principles that are discussed somewhat elementary, but all hands will find the applications of these principles of great interest. You'll like his discussion of future possibilities.

Still in the Buck Rogers context is *Earth Satellites*, by Patrick Moore, who brings the dreamers down to earth with his clear, specific discussion about man's first step into space. He discusses the satellite project and conveys a sense of reality by discussing its limitations and sheer hard work of a purely mechanical nature. He explains the original forms of rockets, how they were originally conceived and how they were per-

fectured up to their present state. He speculates over the physical laws and natural forces which lie in outer space, the possibility of a landing on the moon or Mars, and what might be found as well as the importance of a real space station for both research purposes and further voyaging.

You may have noticed considerable discussion concerning the vehicles with which we are to achieve interstellar flight, but little about the men who are to control them. This oversight is corrected in *Man Unlimited*, by Heinz Gartmann. He answers a number of questions of immediate concern. Which are the maximum speeds a human body can endure? How does excessive noise affect our nervous system? What happens to a body outside of gravity? How will you respond to lack of oxygen, extremes of heat and cold, or reduced air pressure? Are you sure that radioactive radiations are harmful to human life?

The author also discusses items of wide interest, such as the time rhythm of each person and what happens when it is disturbed; the tortuous experiments of pioneers in many fields of science; the sources of fatigue and its result. He also discusses the equipment and training necessary to conquer outer space and, for the relatively lighter touch, automation and the electronic brain.

After being up in the air thus far, a whiff of salt water may be a relief. If so, *Free Diving*, by Dimitri Rebi-koff, is for you. Here, an expert and an enthusiast on the subject tells about it. He explains the principles of free diving and discusses the development of equipment, diagrams, diseases, and the dangers of the deep in terms of responses at various levels. He also reports on control of equipment, as well as weather and water. But not all is concerned with danger. He describes diving clubs in the United States, manufacturers, distributors, and best suited areas for diving—all in direct language.

The battle began 16 Apr 1953 and lasted 48 hours. Locale: Korea. The destinies of the men who participated in that engagement is described in *Pork Chop Hill*, by Brigadier General S. L. A. Marshall. He

tells of the men rather than the battle. Gen. Marshall builds his book on very limited engagements — a platoon or two, small-gun warfare by individual soldiers with names, wounds and comments and all treated matter-of-factly. So-and-so fired a burp gun, or played dead to avoid capture; or blinded, sat facing a door, ready to fire at the sound of footsteps. The first two-thirds of the book is concerned entirely with Pork Chop Hill in which Gen. Marshall traces the record of the various companies who were engaged in the defense of the hill, tells what led up to the battle and what came after. A final section is devoted to the action of six night patrols. Combined, it forms a portrait of modern war, and the hero and villain is man himself.

The FBI Story, by Don Whitehead, is an adult history of the FBI and, although written with the full cooperation of J. Edgar Hoover, is not an "official" version. It combines the chronological history, the trial and error methods and inadequacies that marked it through World War I, the development of its present high standard of performance and detailed reporting of some of the spectacular cases that the FBI has handled. Since its reorganization began under President Coolidge, the years have witnessed the gangsters' rise to power, the underworld at its peak, Communist penetration, and the response, in each case, of the FBI. During that time, it has succeeded in breaking the power of the leaders of crime, solving major mysteries, destroying conspiracies, securing legislation and, perhaps the most important of all, putting investigation on a high level of trained scientific procedure. The final chapter clarifies what the FBI is, and is not. Good factual reading.



"Don't feel bad, Watson, there'll be other islands."



"We shouldn't have requested any river command."

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HANDS

SALMON: THE ONE THAT GOT AWAY

ALL HANDS BOOK SUPPLEMENT

In the December issue of **ALL HANDS**, brief reference was made to the commissioning of a new radar picket sub, **USS Salmon (SSR 573)**. We then stated her ancestor, **SS 182**, "was a veteran of 11 Pacific patrols during World War II, winning the Presidential Unit Citation for 'extraordinary heroism against enemy surface craft'." This is the story of **SS 182** and, in some detail, the story of her 11th, and last, patrol.

The third vessel in the U. S. Navy to be named Salmon was built in Groton, Conn., and launched on 12 Jun 1937. This vessel was the first of the new "S" class authorized in 1935 and built in accordance with the London Treaty for the limitation of armaments.

*On 15 Mar 1938 the submarine was placed in full commission as **USS Salmon (SS 182)** and a routine shake-down training cruise was conducted during the spring and summer of 1938 as the sub ranged from Nova Scotia to the Gulf of Mexico while conducting her training operations.*

By the time the war started Salmon had been with the Fleet for three years and was then operating out of the Philippines. On the day Manila was attacked, Salmon was underway from Formosa to Manila Bay. On 10 December she had arrived at Manila and commenced preparation for her first war patrol.

Uss Salmon was blooded on the first day of her first patrol. Shortly before midnight while en route to her assigned patrol grounds in the Lingayen Gulf—and while surfaced and charging her batteries—the watch

sighted a vessel on the horizon.

Some 30 minutes later the contact was identified as two destroyers about 5000 yards off, closing at low speed and maneuvering to keep their bows headed into the sub's stern.

As the ships closed to 2500 yards, one Japanese destroyer presented a broad beam and *Salmon* fired a brace of torpedoes, which missed. The enemy ships turned toward the sub as their high-speed approach began and, with the leading ship closed to 1000-1500 yards, the sub fired another pair of tin-fish as the target made a turn and presented a good angle for the attack.

After firing, *Salmon* started her dive and two hits were heard and seen. Then the sound operator reported hearing one set of screws astern—running at high speed and then stopping. **SS 182's** first offensive contact with the enemy had apparently been successful.

One hour of silence passed before the skipper dared bring the sub to the surface. Within minutes after com-

From *History of USS Salmon (SS 182)* made available through the courtesy of Office of Naval Records and History, Ships' Histories Section, Navy Department, Washington, D. C.

APRIL 1957

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SALMON ACCOUNTED for many such sinkings as she wrote her name in the annals of WW II history.

ing up, the sound watch reported screws turning up off the port quarter. After peering into the haze for several more minutes, the lookout sighted a ship on a collision course at 1000 yards and *Salmon* made a quick dive as the enemy passed almost directly above.

Seven separate depth-charge attacks followed and evasive tactics continued throughout the day. Finally, at 1630, all seemed to be serene and clear and *Salmon* broke surface. No ships were in sight and shortly after dark, the sub commenced a needed battery charge.

Less than a week later, while charging batteries on the surface, there suddenly appeared a large number of ships on both bows running a parallel and opposite course. *Salmon* immediately changed to battery power and charged in with decks practically awash. The firing set-up called for a four-shot brace from the bow tube. However, just as she launched the torpedoes, a heavy depth-charge attack came. Two of the charges were very close aboard and caused superficial damage in addition to shaking up all hands. Because of the noise of the depth charges, no hits could be identified as such and *Salmon*, at the moment, was more interested in getting out. Three hours later all was clear and *Salmon* surfaced for another battery charge.

Salmon's first patrol, typical of so many, lasted for 57 days. By the time she pulled alongside the tanker USS

Trinity (AO 13) in Java, she had suffered considerable superficial damage from depth charges at one time or another, and was badly in need of supplies and refitting. It took an effort of memory to recall when the ventilating system had last worked and, perhaps more important, the last days of the patrol were conducted without a drop of coffee on board.

A WEEK LATER she was underway again. After five days at sea she had an inconclusive brush with a group of combatant ships and merchantmen and, although there was an exchange of torpedoes and depth charges, no kills were recorded.

Although three other attacks were made during the second patrol it was not until the third that *Salmon* could irrefutably claim a kill—an 11,000-ton repair ship. After tracking the vessel for an hour, *Salmon* gained her position and fired a spread of four torpedoes. Four hits resulted. The sub went to 200 feet and rigged for depth-charge attack from the two escorting ships. After a brief attack from the destroyers, a muffled explosion was picked up and loud water agitations were heard in the bearing of the target.

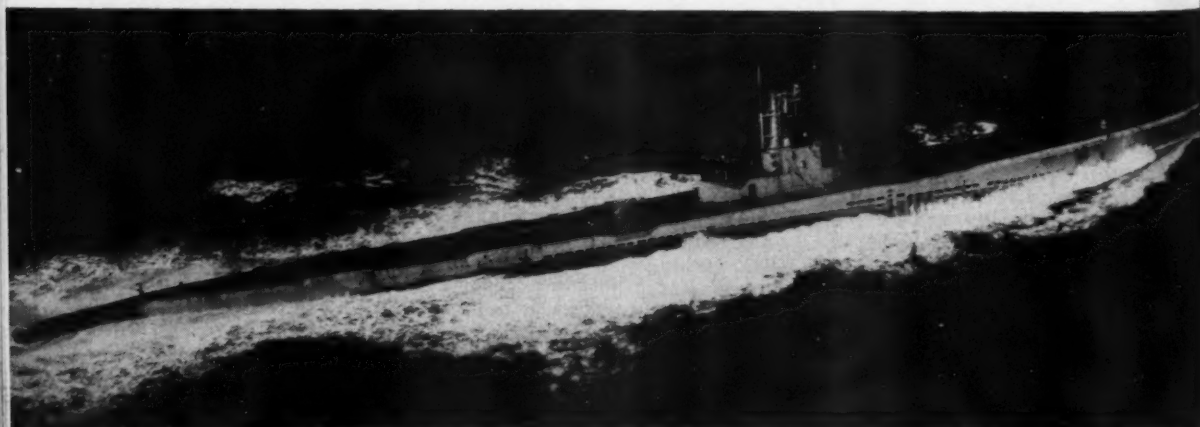
Three days later, at about sunset, smoke was sighted on the horizon and the sub commenced tracking at periscope depth. Fifty-five minutes later *Salmon* fired a set of three missiles and two timed hits were observed. The boat stood by for almost three hours before the target slipped under the surface. This vessel was later found to be the 482-ton passenger cargo ship *Ganges Maru*.

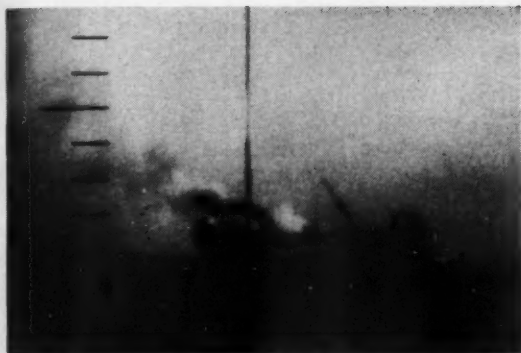
From Balabac Strait and the Southern Palawan Passage, Manila Bay and Luzon Point, Salmon prowled the seas. After a year of active duty she earned an overhaul period at Pearl and, as the war had now progressed considerably, she operated closer and closer to Japan. The following is typical of this period.

AT THE END of routine refit and training, *Salmon* commenced her Seventh War Patrol on 17 Jul 1943 as she departed Midway en route for her assigned area of patrol in the North Pacific and in the Okhotsk Sea. By 25 July the submarine had reached the area of patrol. The fog was extremely dense, limiting visibility to about 1000 yards.

On 7 August *Salmon* made a contact and was able to

SALMON RUN—Surfaced USS *Salmon* (SS 182) cuts through Pacific waters as she moves out on patrol.





AFTER ENEMY ship goes down, crew members bring their sub to the surface to check the sea for survivors.



turn this one into an attack. Upon gaining her position, she fired four torpedoes from a range of 1700 yards. After firing, the radar operator tried to bring in the target. Just as the pip appeared, three of *Salmon's* torpedoes ripped into the Japanese ship. It sank quickly. *Salmon* could not locate the target 30 minutes after firing.

After a day of "rest" another contact was picked up on the morning of 10 August. Investigation proved it to be a well-deck freighter of about 4000 tons. After closing to a range of 1000 yards *Salmon* fired a spread of three torpedoes. One missed ahead, the second hit amidships and was seen to bounce off (a dud) and the third missile was not observed.

SS 182 fired the fourth bow torpedo, but the ship, upon sighting the wake, swung sharply and caused the shot to miss. This change of course gave the submarine a view from her stern forward and it was observed that the vessel was listing heavily and settling aft. From these appearances, the third torpedo had hit the ship without exploding and ripped through the hull plates.

The crew of the enemy ship was seen to be loading into lifeboats with the davits swung outward and the vessel was being steered on a course for beaching. *Salmon* attempted to prevent the beaching maneuver by firing another spread of torpedoes. All but one missed and a hit was scored just at the bow. The explosion carried a geyser high into the air and part of the forecastle sailed up about 150 feet. The ship sank in 25 minutes.

Two days later, after waiting out a spell of rain and fog, another contact was made. The attack was unsuccessful because of torpedo failure for reasons unknown. At the end of this attack *Salmon* headed for home as she had no more torpedoes.

Salmon's eleventh war patrol commenced more than a year later when she cleared Pearl as a unit of the wolf pack comprised of submarines *Trigger*, *Silversides* and *Sterlet*.

IN THE AREA of Nansei Shoto the pack made contact with a large tanker escorted by four frigate-type ships. During the day the target was lost twice and finally in the late afternoon, when *Salmon* was several miles off, she saw an explosion alongside the tanker. This proved to be a result of *Trigger's* attack which left the victim dead in the water and drifting with the wind.

Two hours later SS 182 pulled into position and fired a spread of four torpedoes with two hits resulting. (*Sterlet's* torpedo caused the actual sinking and credit was divided equally between the raiders.)

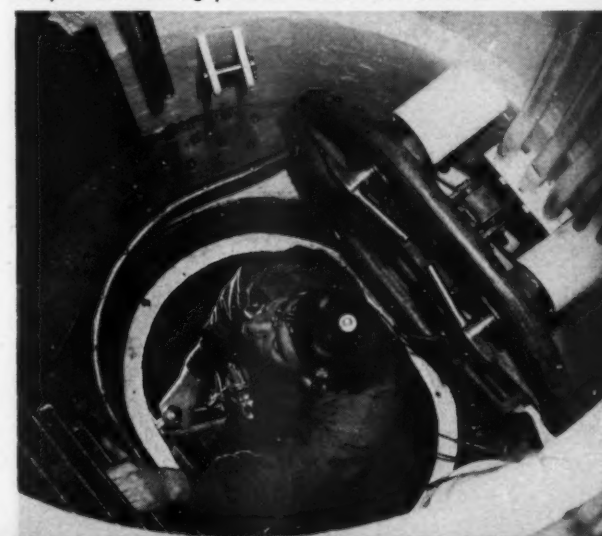
As SS 182 had made her run, the escorting vessels were closing from their position 1000 yards off and by the end of the torpedo run these A/S ships were well into firing position.

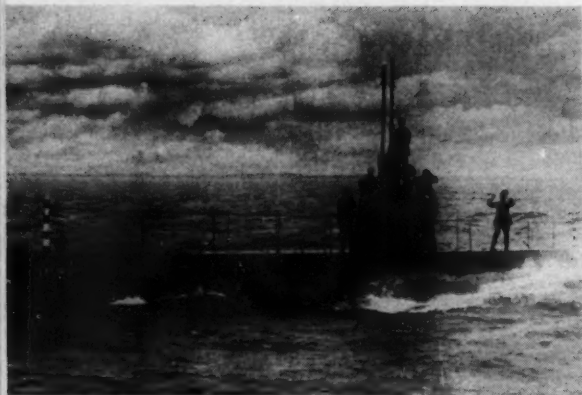
The firing lasted 11 minutes and, by this time, the Japanese escort vessels had picked up *Salmon*. Depth charging began. First, there were four depth-charge patterns perfectly laid. *Salmon's* crew were knocked to their knees from the explosions which shook the boat from bow to stern, cutting off the auxiliary power. The ship was without lights. Several more close misses shattered the glass on the clocks, gauges and other fixtures and the flying debris made life hazardous.

Down, down, deeper and deeper—well below 200 feet—went the stricken submarine. The sailors clung to whatever was nearby to keep their balance but again and again the depth charges would batter them against the bulkheads or to their knees again.

During the next 17 minutes, *Salmon* and her crew outlasted 30 depth charges and went to extreme depths—depths earlier considered fatal for a submarine of *Salmon's* type. In those 17 minutes, *Salmon* received

WEARING OXYGEN GEAR seaman climbs up through escape hatch during practice rescue drill while at sea.





EARLY SALMON skims through choppy water with crew standing by. Right: Sub pulls into port as line is tossed ashore.

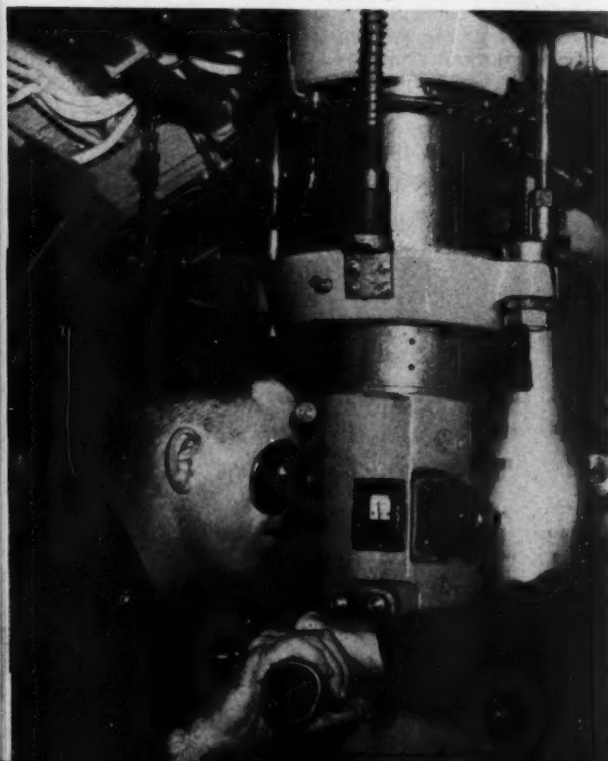


possibly the worst beating ever inflicted on an American submarine—which survived—during the entire war.

The skipper finally managed to check his descent by pushing his motors to emergency speed and by using a 20-degree up-angle. Meanwhile, the mangled hull fittings began to leak profusely in the engine room and water poured in from the gaps. The conning tower bilges were rapidly filling up. The water had already reached the deck plates in most parts of the boat. The compartments were unbearably hot. The escaping fumes from the rapidly weakening batteries were choking the crew, and the stagnant air made breathing difficult. Both diving planes were out of order, which meant that once *Salmon* surfaced, she would no longer be able to dive.

The crew managed to bring the ship up to 150 feet, but when an attempt was made to level off and reduce

'FIRE ONE' — Submarine Skipper bears down on target to determine range before giving order to release 'fish.'



speed, *Salmon* dropped like a rock.

At this point, the skipper faced a vital decision. Should he allow his boat to settle deeper and deeper or, in his crippled condition, should he surface and attempt to fight it out with the four enemy anti-sub craft waiting for him?

There wasn't much choice. He drew a deep breath and at 2030, the captain passed the word for *Salmon* to surface.

SHE WAS REALLY NOT in much shape to be an active combatant. She had a 15-degree list to starboard and her decks were awash. She was crippled, tired and without power. Some of her crew were still unconscious and all were exhausted.

Salmon's lookouts sighted the enemy, an escort at an estimated range of 7000 yards but, for the moment, she was in no position to do much about it. Some 30 minutes elapsed before the Japanese PC detected *Salmon* lying helpless on the surface—but it had been time enough to get two engines in operation and the low pressure blowers started. Floods and emergency vents were closed. Then, by the time the enemy spotted *Salmon* in its searchlight, power steering was back in commission, the stern diving planes were fixed sufficiently to get them on zero, the auxiliary gyro compass was running again and bilges were pumped.

At this stage, the situation grew confused to the point of comedy—of sorts. To this day, no one knows whether the enemy's lookout conveniently developed a bad case of eye trouble or whether the commanding officer decided to play safe and wait for reinforcements. The fact remains that, for 30 precious minutes the enemy took no action, and then finally advanced with great caution. While still at a discreet distance, it opened fire with its three-inchers and 37mm. None of his feeble efforts came close to *Salmon*.

No sooner had the escort ship opened fire than her companions, some five miles to the southward, also began firing. There was only one target available—the gun flashes of the first PC. Not to be outdone in ineptness, Skipper No. 1 briefly returned the fire of his companions, then returned to the task for which he obviously had no taste—the conquest of *Salmon*.

He decided to use the cat and mouse technique. The escort would run up on the port quarter and sheer out, bringing her after guns to bear. She would fire a few

ALL HANDS

shots before she was out of range, then would pause to see what effect her daring had on *Salmon*. Then the process would be repeated.

Unfortunately, *Salmon* was not in a position to reply effectively. Her telescope sights had been knocked out by the depth charges and, in spite of all the will in the world, her gun crew could do no better than a few close splashes with their open sights.

The enemy continued to force *Salmon* in large circles. Time after time occasional shells would burst close aboard the submarine, often splashing water on the bridge and decks.

By midnight three other escorts had joined the first Japanese ship in a line to the south of *Salmon* at a distance of some 4000 to 8000 yards. The first escort vessel was to the northwest of the sub when it made its belated effort to get close.

WHEN THE ENEMY now moved within firing range, *Salmon* broke all the rules by taking the offensive. Instead of firing her guns from a sitting position she turned directly toward the astonished patrol craft as if to ram and, in doing so, *Salmon* completely reversed the situation. The escort's guns were rendered useless because the gun crews were unable to point their weapons down to the submarine's level. The enemy was caught completely off guard.

Taking best advantage of his opportunity, *Salmon's* skipper had all his guns trained to starboard, ordered hard left rudder, and passed the enemy at about 50 yards on opposite courses. The sub's gun crew raked the patrol craft from one end to the other, killing most of the enemy on deck. One four-inch shell found its way into the bridge structure and the small caliber guns sprayed all areas impartially. The escort opened with all its guns momentarily but was soon silenced. Two more salvos from *Salmon's* large deck gun hit the after part of the escort.

By this time, the second PC crossed astern of the submarine, made several futile passes but became discouraged when a few four-inch shells came close to her stern.

Stubborn *Salmon* was greatly outnumbered and outgunned, but she continued to ward off the anti-submarine unit for the next two hours. The opposition then dropped out of sight in a rain squall. (It was later learned that the escorts picked up contacts on their sound gear—presumably a part of the wolf pack consisting of *Sterlet*, *Trigger* and *Silversides*—and went away from that dangerous area.)

The battle had resulted in the ultimate sinking of one escort and another seriously damaged, while the two remaining vessels escaped. It took place within less than one hundred miles of the Japanese mainland.

The following day, at her request, the other three members of the pack formed a protective group around the crippled submarine as course was set for a friendly port. The escort was reinforced by aircraft on the second day and on 2 Nov 1944, *Salmon* arrived at Saipan and moored safe alongside USS *Fulton* (PG 49).

ON 26 JAN SS 182 stood out from San Francisco Bay in company with the submarine *Redfish* and an escort. After passing through the Panama Canal from 6-8 February, *Salmon* arrived at Portsmouth, New Hampshire, on 17 February.

Tentative plans for the veteran included a yard period

and then assignment as a training vessel in the Atlantic Fleet. However, the end of the war resulted in the abandonment of all plans and on 24 Sep 1945, the seven year-old submarine USS *Salmon* was decommissioned and turned over to proper authorities for disposal and scrapping.

The Presidential Unit Citation was awarded *Salmon* "for extraordinary heroism against enemy Japanese surface vessels during a war patrol of the undersea craft in restricted waters of the Pacific." The text of the Citation reads:

"For extraordinary heroism in action against enemy Japanese surface vessels during a war patrol in restricted waters of the Pacific. Covering her assigned area with relentless determination, the USS Salmon contacted a large hostile tanker, boldly made her approach in defiance of four vigilant escort ships cruising within 1000 yards of the target and launched her torpedoes to score direct and damaging hits. Damaged by terrific depth charging, Salmon daringly battle-surfaced to effect emergency repairs and fight it out. Firing only when accurate hits were assured, she succeeded in keeping out of effective range of hostile guns and confused the enemy by her evasive tactics until the escort warily closed to ram. In a brilliantly executed surprise attack, she charged her opponent with all available speed and opened fire with every gun aboard to rake the target fore and aft and destroy most of the Japanese topside. Still maintaining her fire, she entered a rain squall to repair her damage before attempting the long run home on the surface. Although crippled and highly vulnerable, Salmon had responded gallantly to the skilled handling of her stout-hearted and indomitable officers and men in turning potential defeat into victory."

OFFICER OF THE DECK scans horizon as daring sub cautiously makes its way through enemy waters.



IF YOU ARE included among the acute observers who form a large part of our reading (as distinguished from looking) public, you'll note a few pages are missing. Sixteen, to be exact. No need to hit the panic button. We're hoarding our energies (and paper budget) for the May issue, which will be a whopping 80-pager, describing your current rights and benefits. They make an impressive list.



From time to time in these columns we have commented on the ancient and noble art of bottle tossing. Now, we've discovered they do things differently and on a bigger scale in the Canadian Navy. At first, when our observer noted case after case of bottles with the familiar long neck being loaded aboard *HMCS Oshawa*, he came to the conclusion that a party was in the offing. Further investigation, however, revealed that the



bottles—all 4000—were empty. We didn't ask how he learned.

With diminished enthusiasm he found that *Oshawa* had been equipped and assigned by the Navy for oceanographic work. The bottles were to be chucked overboard from time to time to supplement the ship's more expensive instruments in the study of ocean currents.



Our Editor-in-Charge-of-Confused-Statistics breathlessly arrived one minute before deadline with the usual priceless announcement. Seems that he had been investigating the preferences of *USS Moale* (DD 693) personnel and discovered that, during their recent Med tour they had:

Drunk 96,840 cups of coffee which, combined with the 34,117 soft drinks and miscellaneous tea and cocoa, constituted enough liquid to float *Moale* and provide plenty of room for a turn-around; smoked 812,400 cigarettes which, says our EICOCs, if laid end to end from Gibraltar, would stretch to Norfolk, curve up to Washington, D. C., with an ash somewhere around Baltimore. If you don't care for the Baltimore, Washington, Norfolk brand, your cigarette would extend approximately 3846.59 miles in whatever direction you prefer. King size, we presume.

At deadline, the EICOCs was heard to mumble something about 3770 bars of soap.



Peeking over the shoulder of the Chief of Information, we noted the phrases "high editorial standards and effective layout of recent issues," then discovered he was writing a memo concerning "The Hoist," San Diego, Calif. Naval Training Center newspaper. "The Hoist is considered one of the best of its type reviewed by this Office," says Chinfo.

We think so, too.

The All Hands Staff

The United States Navy

Guardian of Our Country

The United States Navy is responsible for maintaining control of the sea and is a ready force on watch at home and overseas, capable of strong action to preserve the peace or of instant offensive action to win in war.

It is upon the maintenance of this control that our country's glorious future depends. The United States Navy exists to make it so.

We Serve with Honor

Tradition, valor and victory are the Navy's heritage from the past. To these may be added dedication, discipline and vigilance as the watchwords of the present and future. At home or on distant stations, we serve with pride, confident in the respect of our country, our shipmates, and our families. Our responsibilities sober us; our adversities strengthen us.

Service to God and Country is our special privilege. We serve with honor.

The Future of the Navy

The Navy will always employ new weapons, new techniques and greater power to protect and defend the United States on the sea, under the sea, and in the air.

Now and in the future, control of the sea gives the United States her greatest advantage for the maintenance of peace and for victory in war. Mobility, surprise, dispersal and offensive power are the keystones of the new Navy. The roots of the Navy lie in a strong belief in the future, in continued dedication to our tasks, and in reflection on our heritage from the past. Never have our opportunities and our responsibilities been greater.

ALL HANDS the Bureau of Naval Personnel Information Bulletin, with approval of the Bureau of the Budget on 23 June 1953, is published monthly by the Bureau of Naval Personnel for the information and interest of the naval service as a whole. Opinions expressed are not necessarily those of the Navy Department. Reference to regulations, orders and directives is for information only and does not by publication herein constitute authority for action. All original material may be reprinted as desired if proper credit is given **ALL HANDS**. Original articles of general interest may be forwarded to the Editor.

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The Bureau invites requests for additional copies as necessary to comply with the basic directive. This magazine is intended for all hands and commanding officers should take necessary steps to make it available accordingly.

The Bureau should be kept informed of changes in the number of copies required.

The Bureau should also be advised if the full number of copies is not received regularly.

Normally copies for Navy activities are distributed only to those on the Standard Navy Distribution List in the expectation that such activities will make further distribution as necessary; where special circumstances warrant sending direct to sub-activities the Bureau should be informed.

Distribution to Marine Corps personnel is effected by the Commandant U. S. Marine Corps. Requests from Marine Activities should be addressed to the Commandant.

PERSONAL COPIES: This magazine is for sale by Superintendent of Documents, U. S. Government Printing Office, Washington 25, D. C. 20 cents per copy; subscription price \$2.25 a year, domestic (including FPO and APO addresses for overseas mail); \$3.00, foreign. Remittances should be made direct to the Superintendent of Documents. Subscriptions are accepted for one year only.

• AT RIGHT: LOOKING UP — *USS Hamul* (AD 20) rides the tide secured to mooring buoy in Long Beach harbor while keeping her brood of DDs shipshape.

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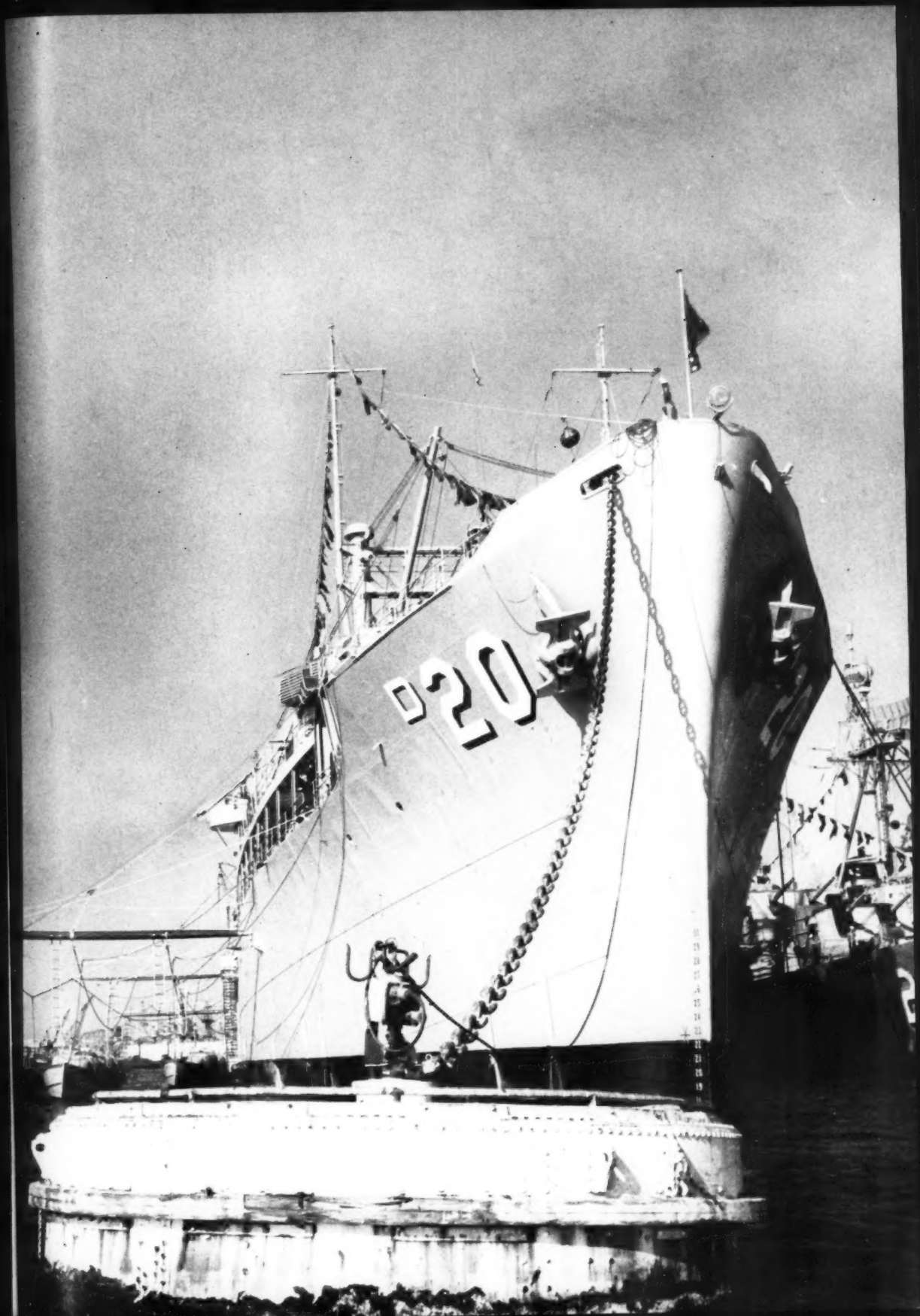
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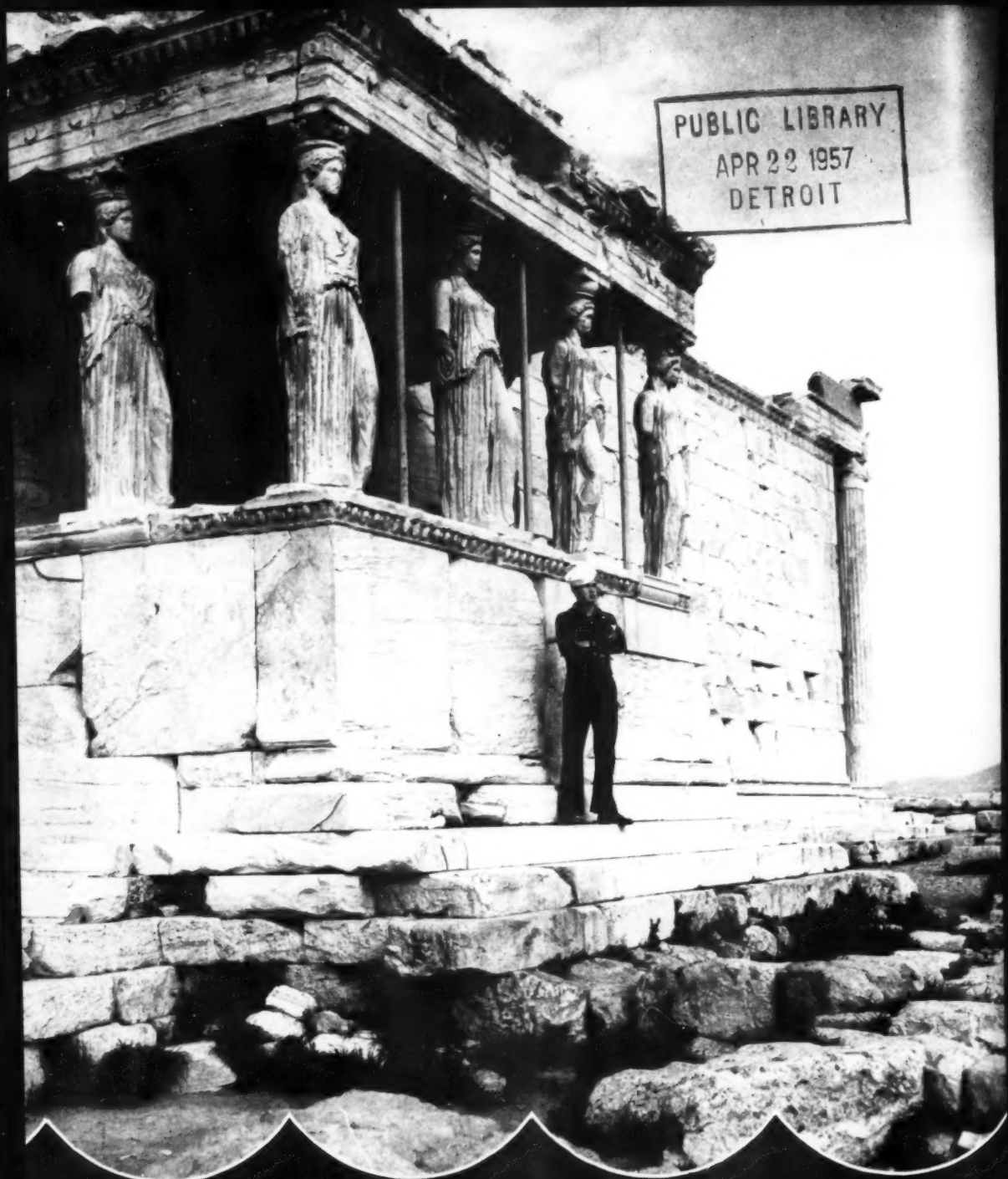
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**YOUR CHANCE
TO TRAVEL**

